# SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

# TIME TABLE

FOR THE

# SACRAMENTO DIVISION

# 164

**To Take Effect Sunday, September 28, 1941, at 12:01 A. M.**

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**PACIFIC STANDARD TIME (120th MERIDIAN)**

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**For the government and information of employes only.**

L. B. McDONALD,
*General Manager.*

C. F. DONNATIN,
*Assistant General Manager.*

W. B. KIRKLAND,
*Superintendent of Transportation.*

W. L. HACK,
*Superintendent.*

## EASTWARD

## SACRAMENTO SUBDIVISION

| | THIRD CLASS | | | | | | | SECOND CLASS | | | FIRST CLASS | | | | | | | | | | Time Table No. 164<br>September 28, 1941 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Capacity of Sidings in car lengths | 488<br>Freight | 486<br>Freight | 484<br>Freight | 482<br>Freight | 478<br>Freight | 470<br>Portland Freight | 442<br>Mdse. | 606<br>Mixed | 423<br>Freight | 421<br>Freight | 28<br>San Francisco Overland Limited | 88<br>Challenger | 102<br>Streamliner City of San Francisco | 14<br>Pacific Limited | 202<br>Passenger | 290<br>Mixed | 210<br>Sierra | 10<br>Fast Mail | Distance from San Francisco | | STATIONS | |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Monday | Leave Daily Ex. Sunday and Monday | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave ★ See Note | Leave Daily | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily | Leave Daily | | | | |
| Sacramento yard BKWO TIP | | | | | 8.30 AM | 6.00 AM | 1.15 AM | | | | 11.45 PM | 11.20 PM | 5.53 PM | 11.30 AM | 9.55 AM | 1.20 AM | 1.00 AM | 12.50 AM | 89.0<br>88.9 | | TO-R SACRAMENTO<br>2.9 | |
| IYP | | | | | | | | | 11.20 AM | 1.10 AM | 11.52 | 11.27 | 6.00 | 11.37 | 10.02 | 1.44 | 1.07 | 12.57 | 91.8 | | ELVAS<br>1.7 | |
| WP | | | | | | | | | | | | | | | | | | | 93.5 | | SWANSTON<br>1.4 | |
| South 92<br>P<br>M 86 | | | | | | | | | | | 11.58 PM | 11.33 | 6.04 | 11.43 | 10.08 | 1.50 | 1.13 | 1.03 | 94.9 | | BENALI<br>7.9 | |
| Roseville yard 60 P | | | | | | | | | | | 12.08 AM | 11.42 | 6.12 | 11.52 AM | 10.17 | 2.02 | 1.22 | 1.12 | 102.8 | | ANTELOPE<br>3.8 | |
| BKWO TYP | 7.00 PM | 4.00 PM | 12.30 PM | 12.30 AM | 9.15 AM | 6.45 AM | 2.00 AM | | 11.50 AM | 1.50 AM | s 12.16<br>12.25 | s 11.50<br>11.58 PM | 6.18 | s 12.01 PM<br>12.09 | s 10.25 AM | s 2.10 AM | s 1.30<br>1.38 | s 1.20<br>1.28 | 106.6 | | TO-R ROSEVILLE<br>4.0 | |
| P | | | | | | | | | | | | | | | | | f 1.48 | | 110.6 | | ROCKLIN<br>9.6 | |
| Yard Limits<br>E 73 WP | 7.35 | 4.35 | 1.05 | 1.05 | | | | | | | 12.50 | 12.23 AM | 6.39 | f 12.35 | | | s 2.07 | 1.50 | 120.2 | A. B. S. | TO NEWCASTLE<br>4.0 | |
| E 67 WP | | | | | | | | | | | 12.58 | 12.31 | 6.46 | f 12.45 | | | s 2.23 | 1.56 | 124.2 | | AUBURN, NEVADA ST.<br>4.9 | |
| E 58 P | | | | | | | | | | | 1.07 | 12.39 | 6.54 | 12.54 | | | 2.32 | 2.04 | 129.1 | | BOWMAN<br>5.2 | |
| E 62 W | | | | | | | | | | | 1.16 | 12.47 | 7.01 | 1.02 | | | 2.40 | 2.12 | 134.3 | | EAST APPLEGATE<br>3.3 | |
| 63 P | | | | | | | | | | | 1.22 | 12.52 | 7.06 | f 1.08 | | | s 2.47 | 2.17 | 137.6 | | N. E. MILLS<br>4.1 | |
| Yard Limits<br>BKWYP | 8.40 | 5.40 | 2.10 | 2.10 | | | | | | | s 1.40 | s 1.07 | 7.17 | s 1.25 | | | s 3.20 | s 2.35 | 141.7 | | TO-R COLFAX<br>4.4 | |
| M 46 P | | | | | | | | | | | 1.53 | 1.20 | 7.26 | 1.37 | | | f 3.31 | 2.46 | 146.1<br>146.0 | | CAPE HORN<br>6.2 | |
| E 119 WOYP | 9.25 | 6.25 | 2.55 | **3.00** | | | | | | | 2.07 | 1.33 | 7.39 | 1.50 | | | s 3.45 | **3.00** | 152.2 | | TO GOLD RUN<br>4.6 | |
| 5 Spur<br>P | | | | | | | | | | | 2.18 | 1.44 | 7.49 | 2.00 | | | f 3.56 | 3.09 | 156.8 | | TOWLE<br>3.9 | |
| M 69 P | | | | | | | | | | | 2.30 | 1.55 | 7.58 | 2.09 | | | f 4.06 | 3.18 | 160.7 | | MIDAS<br>4.1 | |
| M 68 WP | | | | | | | | | | | 2.42 | 2.07 | 8.07 | 2.18 | | | 4.16 | 3.27 | 164.8 | | KNAPP<br>0.7 | |
| WP | | | | | | | | | | | | | | | | | s 4.18 | | 165.5<br>166.6 | | BLUE CANON<br>5.2 | No. 2 Track |
| Yard Limits<br>M 74 WITP | 11.20 PM | **8.19** | 4.52 | **4.38** | | | | | | | 3.05 | 2.30 | **8.19** | f 2.37 | | | s **4.38** | 3.40 | 171.8 | A. T. C. | TO EMIGRANT GAP<br>6.1 | |
| M 69 WP | | | | | | | | | | | 3.20 | 2.44 | 8.31 | 2.50 | | | f 4.52 | 3.52 | 177.9 | | CRYSTAL LAKE<br>2.4 | |
| WP | | | | | | | | | | | | | | f 2.56 | | | s 4.58 | | 180.3 | | CISCO<br>5.2 | |
| M 55 WP | | | | | | | | | | | 3.40 | 3.00 | 8.47 | 3.08 | | | 5.10 | 4.07 | 185.5 | | TROY<br>6.5 | |
| E 102<br>BKWITP | 1.10 AM | 10.10 | 6.40 | 6.40 | | | | | | | 3.55 | 3.15 | 9.02 | f 3.22 | | | s 5.27 | 4.22 | 192.0 | | TO NORDEN<br>4.8 | |
| | | | | | | | | | | | | | | | | | | | 196.8<br>198.2 | | EDER<br>4.7 | |
| M 63 WP | | | | | | | | | | | 4.15 | 3.35 | 9.21 | 3.42 | | | 5.47 | 4.42 | 202.9 | | STANFORD<br>5.1 | |
| Yard Limits<br>BKWOYP | 2.15 | 11.15 PM | 7.45 | 7.45 | | | | | | | 4.30 | s 3.50 | 9.30 | s 4.00 | | | s 6.10 | s 5.00 | 208.0 | | TO-R TRUCKEE<br>10.1 | |
| M 97 P | | | | | | | | | | | 4.47 | 4.07 | 9.44 | 4.17 | | | 6.30 | 5.17 | 218.1 | | HINTON<br>4.3 | |
| 64 P | | | | | | | | | | | 4.54 | 4.14 | 9.51 | 4.24 | | | f 6.40 | 5.24 | 222.4 | A. B. S. | FLORISTON<br>10.0 | |
| M 122 P | 3.15 | 12.15 AM | 8.45 | 8.45 | | | | | | | 5.10 | 4.30 | 10.04 | 4.40 | | | s 7.00 | 5.39 | 232.4 | | VERDI<br>10.5 | |
| Sparks yard P | | | | | | | | 6.50 PM | | | s 5.30<br>5.40 | s 4.50<br>5.00 | s 10.25 | s 5.00<br>5.13 | | | s 7.20<br>7.45 | s 6.00<br>6.15 | 242.9 | | RENO<br>2.6 | |
| | | | | | | | | f 6.58 | | | | f | | s 5.20 | | | s 7.55 | | 245.5 | | SPARKS (PSGR. STA.)<br>0.7 | |
| BKWOTP | 4.00 AM | 1.00 AM | 9.30 PM | 9.30 AM | | | | s 7.02 PM | | | s 5.55 AM | s 5.15 AM | s 10.35 PM | s 5.25 PM | | | s 8.00 AM | s 6.25 AM | 246.2 | | TO-R SPARKS (DSP. OFF.) | |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Monday | Arrive Daily Ex. Sunday and Monday | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive ★ See Note | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday & Holidays | Arrive Daily | Arrive Daily | | | (154.9) | |
| | (9.00)<br>15.24 | (9.00)<br>15.24 | (9.00)<br>15.24 | (9.00)<br>15.24 | (0.45)<br>23.47 | (0.45)<br>23.47 | (0.45)<br>23.47 | (0.12)<br>16.50 | (0.30)<br>29.60 | (0.40)<br>22.20 | (6.10)<br>25.12 | (5.55)<br>26.18 | (4.42)<br>32.96 | (5.55)<br>26.18 | (0.30)<br>35.20 | (0.50)<br>21.12 | (7.00)<br>22.13 | (5.35)<br>27.74 | | | ..........Time over District<br>..........Average Speed per Hour | |

★Note—No. 102 leave and arrive 2nd, 5th, 8th, 11th, 14th, 17th, 20th, 23rd, 26th and 29th of each month.

RULES S-71, D-71, 72, S-72, 85, 86, 87, and 93: No. 101 is superior to ALL trains; No. 102 is superior to ALL trains except No. 101.

First-class trains must clear the time of Nos. 101 and 102 not less than 10 minutes. Second and inferior class trains, extra trains and engines must clear the time of Nos. 101 and 102 not less than 15 minutes.

RULE 5. At Emigrant Gap—Time of first-class schedules applies at Passenger Station and time in train orders applies at siding.

No. 210 stop at Boca to exchange mail by locker.

Additional Stations:

| | | | | | |
|---|---|---|---|---|---|
| Planehaven | M.P. 97.5 | Dutch Flat | M.P. 154.1 | Boca | M.P. 216.3 |
| Walerga | M.P. 99.4 | Alta | M.P. 156.0 | Wickes | M.P. 221.9 |
| Lincoln Ave., Penryn | M.P. 115.5 | Smart | M.P. 173.3 | Mystic | M.P. 225.5 |
| Clipper Gap | M.P. 131.4 | Yuba Pass | M.P. 176.1 | Calvada | M.P. 228.5 |
| Magra | M.P. 148.5 | Soda Springs | M.P. 190.4 | Mogul | M.P. 235.7 |
| | | Andover | M.P. 200.6 | Lawton | M.P. 237.1 |

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

| Train | At | Receive or Discharge | Passengers to (or beyond) | Passengers from (or beyond) |
|---|---|---|---|---|
| 14 | Alta | Discharge Rev. Passengers | | Sacramento |
| 14 | Soda Springs | Receive and Discharge | Any Station | Any Station |
| 28 | Any Station | Receive Revenue Passengers | Ogden | |
| 88 | Any Station | Receive Revenue Passengers | Sparks | |
| 88 | Auburn, Nev. St. | Discharge | | Berkeley |
| 210 | Troy | Thursdays | | |
| 210 | Andover | Sundays and Tuesdays | | |
| 210 | Eder | Tuesdays and Saturdays | | |
| 210 | Dutch Flat<br>Soda Springs | Receive and Discharge | Any Station | Any Station |

17.1

# SACRAMENTO SUBDIVISION

# WESTWARD

## Time Table No. 164

September 28, 1941

| Capacity of Sidings in Car Lengths | | | STATIONS | | Distance from Sparks | FIRST CLASS | | | | | | | | SECOND CLASS | | THIRD CLASS | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 101<br>Streamliner City of San Francisco | 289<br>Sierra | 295<br>Sierra | 21<br>Pacific Limited | 201<br>Passenger | 9<br>Fast Mail | 27<br>San Francisco Overland Limited | 87<br>Challenger | 605<br>Mixed | 420<br>Freight | 481<br>Freight | 483<br>Freight | 471<br>Oakland Freight |
| | | | | | | Arrive *See Note | Arrive Daily Ex. Sundays and Holidays | Arrive Sundays and Holidays | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| BKWO ITP | Sacramento yard | A. B. S. | TO-R SACRAMENTO<br>2.9 | No. 1 Track | 156.4 | s 7.10AM | s 3.10PM | s 3.30PM | s 6.10PM | s 6.20PM | s 1.55AM | s 3.55AM | s 4.40AM | | | | | 5.45PM |
| IYP | | | ELVAS<br>1.7 | | 153.5 | 7.02 | 3.01 | 3.21 | 6.00 | 6.12 | 1.45 | 3.45 | 4.30 | | 9.10PM | | | 5.30 |
| WP | | | SWANSTON<br>1.4 | | 151.8 | | f | f | | | | | | | | | | |
| P<br>South 92<br>M 86 | | | BENALI<br>7.9 | | 150.4 | 6.58 | 2.54 | 3.14 | 5.52 | 6.06 | 1.39 | 3.39 | 4.24 | | | | | |
| M 60 P | Roseville yd. | | ANTELOPE<br>3.8 | | 142.5 | 6.50 | 2.46 | 3.06 | 5.43 | 5.58 | 1.30 | 3.30 | 4.15 | | | | | |
| BKWO TYP | | | TO-R ROSEVILLE<br>4.0 | | 138.7 | 6.44 | 2.37<br>s 2.30 | 2.57<br>s 2.50 | 5.35<br>s 5.27 | 5.50PM | 1.20<br>s 1.10 | 3.20<br>s 3.10 | 4.05<br>s 3.55 | | 8.30PM | 11.00AM | 3.30AM | 5.00PM |
| P | | | ROCKLIN<br>3.3 | | 134.7 | | | | | | | 2.55 | f | | | | | |
| 85 P | | | TO LOOMIS<br>2.7 | | 131.4 | 6.34 | s 2.14 | s 2.34 | 5.13 | | 12.58 | 2.44 | f 3.33 | | | | | |
| 44 P | | | PENRYN<br>3.0 | | 128.7 | | f 2.07 | f 2.27 | | | | 2.36 | f 3.24 | | | | | |
| Yard Limits<br>54 WP | | | TO NEWCASTLE<br>4.0 | | 125.7 | 6.24 | s 2.00 | s 2.20 | f 5.01 | | 12.47 | 2.27 | f 3.15 | | | 10.10 | 2.40 | |
| 62 P | Yard Limits | | FLINT<br>0.9 | | 121.7 | | | | | | | | | | | | | |
| 47 WP | | | TO AUBURN<br>3.9 | | 120.8 | 6.15 | s 1.48 | s 2.08 | f 4.51 | | 12.37 | 2.12 | f 3.02 | | | | | |
| W 83 P | | | BOWMAN<br>5.5 | | 116.9 | 6.08 | 1.37 | 1.57 | 4.43 | | 12.29 | 2.00 | f 2.50 | | | | | |
| 46 P | | | WEST APPLEGATE<br>3.2 | | 111.4 | 5.58 | f 1.25 | f 1.45 | 4.32 | | 12.18 | 1.44 | f 2.36 | | | | | |
| Spur P 60 | | | N. E. MILLS<br>5.0 | | 108.2 | 5.52 | f 1.17 | f 1.37 | 4.25 | | 12.12 | 1.35 | f 2.27 | | | | | |
| Yard Limits<br>BKWYP | | | TO-R COLFAX<br>4.3 | | 103.2 | 5.43 | s 1.05 | s 1.25 | s 4.15 | | s 12.02AM | s **1.20** | s 2.15 | | | 8.45 | **1.20** | |
| C 52 P | | A. T. C. | CAPE HORN<br>6.2 | | 98.9 | 5.34 | 12.52 | 1.12 | 4.03 | | 11.50PM | 1.05 | 1.56 | | | | | |
| 61 WOYP | | | TO GOLD RUN<br>4.6 | | 92.7 | 5.23 | f 12.39 | f 12.59 | 3.50 | | 11.37 | 12.51 | f 1.43 | | | 8.10 | 12.40AM | |
| P Spur 5 | | | TOWLE<br>3.9 | | 88.1 | 5.15 | f 12.27 | f 12.47 | 3.41 | | 11.28 | 12.40 | f 1.30 | | | | | |
| M 76 P | | | MIDAS<br>4.1 | | 84.2 | 5.08 | f 12.17 | f 12.37 | 3.33 | | 11.20 | 12.30 | f 1.20 | | | | | |
| M 70 WP | | | KNAPP<br>6.0 | | 80.1 | 5.00 | 12.07PM | 12.27 | 3.24 | | 11.12 | 12.20 | 1.10 | | | | | |
| Yard Limits<br>M 70 WITP | | | TO EMIGRANT GAP<br>4.3 | | 74.1 | 4.49 | f 11.54AM | f 12.14 | 3.12 | | **11.00** | 12.07AM | f 12.56 | | | 6.30 | **11.00PM** | |
| Summer<br>73 P | | | YUBA PASS<br>1.8 | | 69.8 | | 11.43 | 12.03PM | 3.03 | | 10.52 | 11.57PM | 12.46 | | | | | |
| M 78 WP | | | CRYSTAL LAKE<br>2.4 | | 68.0 | 4.36 | 11.39 | 11.59AM | 2.58 | | 10.48 | 11.53 | 12.41 | | | | | |
| P | | | CISCO<br>5.3 | | 65.6 | | f 11.34 | f 11.54 | | | | 11.47 | f 12.36 | | | | | |
| M 54 WP<br>Summer 71 | | | TROY<br>6.5 | | 60.3 | 4.22 | 11.21 | 11.41 | 2.43 | | 10.33 | 11.35 | 12.23 | | | | | |
| E BKWITP | | | TO NORDEN<br>0.9 | | 53.8 | 4.11 | s 11.05 | s 11.25 | 2.30 | | 10.20 | 11.20 | s 12.08AM | | | 5.00 | 9.30 | |
| P(Upper) 77<br>(Lower) 59 | | | SUMMIT<br>3.1 | | 52.9 | | | | | | | | | | | | | |
| 81 P | | | DONNER<br>2.1 | | 49.8 | 4.01 | 10.52 | 11.12 | 2.18 | | 10.10 | 11.05 | 11.53PM | | | | | |
| | | | EDER<br>4.7 | | 47.7 | | | | | | | | | | | | | |
| M 61 WP | | | STANFORD<br>5.1 | | 43.0 | 3.48 | 10.38 | 10.58 | 2.02 | | 9.56 | 10.45 | 11.37 | | | | | |
| Yard Limits<br>BKWOYP | | A. B. S. | TO-R TRUCKEE<br>8.2 | | 37.9 | **3.39** | s 10.27 | s 10.47 | s 1.50 | | s 9.45 | s 10.30 | s 11.25 | | | **3.39** | 8.00 | |
| 42 P | | | BOCA<br>1.8 | | 29.7 | 3.27 | f 10.09 | f 10.29 | 1.32 | | 9.28 | 9.53 | f 11.00 | | | | | |
| M 98 P | | | HINTON<br>4.3 | | 27.9 | 3.24 | 10.05 | 10.25 | 1.29 | | 9.25 | 9.49 | 10.56 | | | | | |
| WP | | | FLORISTON<br>9.9 | | 23.6 | 3.17 | f 9.58 | f 10.18 | 1.22 | | 9.18 | 9.40 | f 10.48 | | | | | |
| M 122 P | | | VERDI<br>10.4 | | 13.7 | 3.02 | f 9.42 | f 10.02 | 1.07 | | 9.03 | 9.20 | f 10.29 | | | | | |
| P | Sparks yard | | RENO<br>2.6 | | 3.3 | s 2.46 | s 9.25 | s 9.45 | s 12.50 | | 8.47<br>s 8.37 | 9.00<br>s 8.52 | 10.10<br>s 9.53 | s 6.50PM | | | | |
| | | | SPARKS (PSGR. STA.)<br>0.7 | | 0.7 | | s 9.08 | s 9.28 | s | | | | s 9.45 | f 6.40 | | | | |
| BKW OTP | | | TO-R SPARKS (DSP. OFF.) | | 0.0 | 2.40AM | 9.05AM | 9.25AM | 12.30PM | | 8.27PM | 8.40PM | 9.40PM | 6.30PM | | 1.30AM | 6.00PM | |
| | | | (156.4) | | | Leave *See Note | Leave Daily Ex. Sundays and Holidays | Leave Sundays and Holidays | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| | | | Time over District<br>Average Speed per Hour | | | (4.30)<br>34.76 | (6.05)<br>25.71 | (6.05)<br>25.71 | (5.40)<br>27.63 | (0.30)<br>35.40 | (5.28)<br>28.61 | (7.15)<br>21.57 | (7.00)<br>22.34 | (0.20)<br>9.90 | (0.40)<br>22.20 | (9.30)<br>14.51 | (9.30)<br>14.51 | (0.45)<br>23.60 |

★No. 101 leave and arrive 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th, 28th, 31st and 1st.

Rules S-71, D-71, 72, S-72, 85, 86, 87, and 93: No. 101 is superior to ALL trains; No. 102 is superior to ALL trains except No. 101.

First-class trains must clear the time of Nos. 101 and 102 not less than 10 minutes. Second and inferior class trains, extra trains and engines must clear the time of Nos. 101 and 102 not less than 15 minutes.

RULE 5. At Loomis—Time applies at Passenger station.

At Emigrant Gap—Time of first-class schedules applies at Passenger Station and time in train orders applies at siding.

Westward trains receiving orders moving eastward trains from Loomis to Newcastle on No. 1 track, must not pass east crossover switch at Newcastle until opposing trains on No. 1 track have arrived, and eastward trains authorized to use No. 1 track Loomis to Newcastle, proceed on No. 1 track to first crossover switch, east of station at Newcastle.

Westward trains must stop east of east crossover switch at Newcastle unless train-order signal indicates "proceed."

No. 27 stop at the following stations to exchange mail by locker: Alta, Dutch Flat.

No. 21 stop at Boca when requested by postal clerk to dispatch registered postal supplies and reduce speed, or stop if necessary, at Norden and Auburn for mail exchange.

### ADDITIONAL STATIONS

| | |
|---|---|
| Lawton | M.P. 237.1 |
| Mogul | M.P. 235.7 |
| Calvada | M.P. 228.5 |
| Mystic | M.P. 225.5 |
| Wickes | M.P. 221.9 |
| Andover | M.P. 200.6 |
| Soda Springs | M.P. 190.4 |
| Smart | M.P. 173.3 |
| Blue Canon | M.P. 165.5<br>M.P. 166.6 |
| Alta | M.P. 156.0 |
| Dutch Flat | M.P. 154.1 |
| Magra | M.P. 148.5 |
| Clipper Gap | M.P. 131.6 |
| Walerga | M.P. 99.4 |
| Planehaven | M.P. 97.5 |

### ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

| Train | At | Receive or Discharge | Passengers to (or beyond) | Passengers from (or beyond) |
|---|---|---|---|---|
| 21 | Norden | Receive | Sacramento | |
| 21 | Any Station | Discharge Revenue Passengers | | Sparks |
| 289<br>295<br>87 | Soda Springs<br>Blue Canon<br>Dutch Flat<br>Alta | | | |
| 289<br>295<br>87 | Any Station | Discharge | | Sparks |
| 27 | Any Station | Receive Revenue Passengers | Sacramento | |
| 27 | Any Station | Discharge | | Reno |

## EASTWARD

## Time Table No. 164

September 28, 1941

### Knights Landing and Oroville Branches

| EASTWARD | | | Time Table No. 164 | WESTWARD | |
|---|---|---|---|---|---|
| Capacity of Sidings in Car Lengths | | Distance from San Francisco | STATIONS | Distance from Oroville | |
| Yard Limits 107 BKWIP | | 84.9 | TO-R WOODLAND | 63.0 | |
| | | | 2.3 | | |
| 12 | | 87.2 | GARIO | 60.7 | |
| | | | 0.5 | | |
| 17 | | 87.7 | SUGARFIELD | 60.2 | |
| | | | 2.4 | | |
| 22 | | 90.1 | CURTIS | 57.8 | |
| | | | 3.9 | | |
| 25 WP | | 94.0 | TO KNIGHTS LANDING | 53.9 | |
| | | | 2.5 | | |
| P | | 96.5 | R GRACE S. P. Crossing | 51.4 | |
| | | | 0.9 | | |
| 2 Spur | | 97.4 | BYPASS | 50.5 | |
| | | | 7.8 | | |
| 36 | | 105.2 | CHANDLER | 42.7 | |
| | | | 2.3 | | |
| 23 | | 107.5 | MARCUSE | 40.4 | |
| | | | 3.9 | | |
| 34 W | | 111.4 | TUDOR | 36.5 | |
| | | | 1.0 | | |
| 8 | | 112.4 | ABBOTT | 35.5 | |
| | | | 3.4 | | |
| 37 | | 115.8 | OSWALD | 32.1 | |
| | | | 1.9 | | |
| 44 | | 117.7 | BOGUE | 30.2 | |
| | | | 2.7 | | |
| Yard Limits 21 P | | 120.4 | YUBA CITY S. N. R. R. Crossing | 27.5 | |
| | | | 1.4 | | |
| | | 121.8 | W. P. R. R. Crossing E STREET, MARYSVILLE | 26.1 | |
| | | | 0.9 | | |
| BKWO IYP | | 122.7 | TO-R MARYSVILLE | 25.2 | |
| | | | 8.0 | | |
| 13 | | 130.7 | RAMIREZ | 17.2 | |
| | | | 4.3 | | |
| 8 P | | 135.0 | HONCUT | 12.9 | |
| | | | 6.6 | | |
| 9 | | 141.6 | HEARST | 6.3 | |
| | | | 0.9 | | |
| 30 P | | 142.5 | PALERMO | 5.4 | |
| | | | 5.4 | | |
| Yard Limits KWTP | | 147.9 | TO-R OROVILLE | 0.0 | |
| | | | (63.0) | | |
| | | | ...............Time over District............... ..........Average Speed per Hour.......... | | |

## EASTWARD

## Time Table No. 164

September 28, 1941

### River Farms Branch

| EASTWARD | | | Time Table No. 164 | WESTWARD | |
|---|---|---|---|---|---|
| Capacity of Sidings in Car Lengths | | Distance from San Francisco | STATIONS | Distance from Boyer | |
| | | 93.5 | KNIGHTS LDG. JCT. | 13.8 | |
| | | | 2.8 | | |
| 18 Spur | | 96.3 | EASTHAM | 11.0 | |
| | | | 2.9 | | |
| 21 | | 99.2 | AYRSHIRE | 8.1 | |
| | | | 3.2 | | |
| 70 Spur | | 102.4 | TYNDALL | 4.9 | |
| | | | 3.7 | | |
| 16 | | 106.1 | JIMENO | 1.2 | |
| | | | 1.2 | | |
| 16 Spur | | 107.3 | BOYER | 0.0 | |
| | | | 0.9 | | |
| | | | END OF TRACK | | |
| | | | (13.8) | | |
| | | | .........Time over District......... .........Average Speed per Hour......... | | |

| | THIRD CLASS | SECOND CLASS | | | | FIRST CLASS | | | | | | | Time Table No. 164 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Capacity of Sidings in Car Lengths | 514 Local Freight | 498 Freight | 496 Manifest | 600 Manifest | 494 Freight | 20 Klamath | 8 Shasta | 12 Beaver | 24 Cascade | 16 West Coast | 202 Passenger | Distance from San Francisco | September 28, 1941 |
| | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | STATIONS |
| Yard Limits BKWIYP | 4.05 AM | | | **6.20 AM** | | 11.30 PM | 11.10 PM | 8.30 PM | 7.16 PM | 10.35 AM | | 75.6 | TO-R DAVIS |
| | | | | | | | | | | | | | 5.1 |
| 98 P | | | | 6.30 | | 11.37 | 11.17 | 8.37 | 7.23 | 10.42 | | 80.7 | MERRITT |
| | | | | | | | | | | | | | 2.5 |
| 13 | | | | | | | | | | | | 83.2 | MULLEN |
| | | | | | | | | | | | | | 1.7 |
| Yard Limits 36 BKWIP | 5.00 | | | 6.40 | | s 11.50 | 11.23 | 8.45 | 7.29 | 10.50 | | 84.9 | TO-R WOODLAND S. N. R. R. Crossing |
| | | | | | | | | | | | | | 5.0 |
| 36 P | **5.31** | | | 6.49 | | 11.57 PM | 11.30 | 8.51 | 7.35 | **11.02** | | 89.9 | TO YOLO |
| | | | | | | | | | | | | | 5.9 |
| 26 P | **5.52** | | | 6.58 | | 12.03 AM | 11.36 | 8.57 | 7.41 | **11.11** | | 95.8 | ZAMORA |
| | | | | | | | | | | | | | 2.2 |
| 15 P | | | | | | | | | | | | 98.0 | BRETONA |
| | | | | | | | | | | | | | 5.2 |
| 27 WP | 6.15 | | | 7.10 | | 12.11 | 11.45 | 9.05 | 7.49 | 11.20 | | 103.2 | DUNNIGAN |
| | | | | | | | | | | | | | 3.2 |
| 43 P | | | | | | | | | | | | 106.4 | HERSHEY |
| | | | | | | | | | | | | | 1.9 |
| 75 103 YP | 6.35 | | | 7.18 | | 12.17 | 11.51 | 9.11 | 7.55 | 11.26 | | 108.3 | HARRINGTON |
| | | | | | | | | | | | | | 5.2 |
| 37 P | 6.52 | | | 7.27 | | f 12.23 | 11.57 PM | 9.17 | 8.01 | 11.32 | | 113.5 | TO ARBUCKLE |
| | | | | | | | | | | | | | 4.1 |
| 26 P | | | | 7.34 | | | | | | | | 117.6 | GENEVRA |
| | | | | | | | | | | | | | 6.6 |
| 43 P | **7.45** | | | **7.45** | | s 12.43 | 12.09 AM | 9.30 | 8.13 | 11.45 | | 124.2 | TO WILLIAMS |
| | | | | | | | | | | | | | 4.9 |
| 38 P | **8.10** | | | 7.53 | | 12.49 | 12.14 | 9.36 | 8.18 | 11.52 | | 129.1 | CORTENA |
| | | | | | | | | | | | | | 3.9 |
| 50 WP | **8.53** | | | **8.00** | | f 12.54 | 12.19 | 9.40 | 8.22 | 11.57 AM | | 133.0 | TO MAXWELL |
| | | | | | | | | | | | | | 5.3 |
| 34 P | 9.30 | | | 8.09 | | 1.00 | 12.26 | 9.46 | 8.28 | 12.04 PM | | 138.3 | DELAVAN |
| | | | | | | | | | | | | | 3.8 |
| 42 | | | | 8.15 | | 1.04 | 12.30 | 9.50 | 8.32 | 12.09 | | 142.1 | NORMAN |
| | | | | | | | | | | | | | 2.2 |
| 27 P | **10.03** | | | | | | | | | | | 144.3 | LOGANDALE |
| | | | | | | | | | | | | | 5.6 |
| Yard Limits 54 BKWOYP | 10.30 AM | | | **8.30** | | s 1.25 | 12.40 | f 10.01 | 8.42 | 12.22 | | 149.9 | TO-R WILLOWS |
| | | | | | | | | | | | | | 6.9 |
| 39 P | | | | 8.41 | | 1.34 | 12.48 | 10.10 | 8.50 | 12.32 | | 156.8 | ARTOIS |
| | | | | | | | | | | | | | 3.9 |
| 44 | | | | 8.47 | | 1.38 | 12.52 | 10.15 | 8.54 | 12.36 | | 160.7 | GRAPIT |
| | | | | | | | | | | | | | 1.3 |
| 29 P | | | | | | | | | | | | 162.0 | GREENWOOD |
| | | | | | | | | | | | | | 3.4 |
| Yard Limits 24 BKWP | | | | 8.57 | | s 1.50 | 12.58 | 10.23 | 8.59 | 12.47 | | 165.4 | TO-R ORLAND |
| | | | | | | | | | | | | | 1.6 |
| 33 YP | | | | 9.00 | | 1.52 | | | | 12.50 | | 167.0 | WYO |
| | | | | | | | | | | | | | 6.4 |
| 23 P | | | | 9.10 | | 1.59 | 1.08 | 10.32 | 9.07 | **12.58** | | 173.4 | KIRKWOOD |
| | | | | | | | | | | | | | 5.1 |
| 37 P | | | | **9.22** | | s 2.10 | 1.15 | 10.45 | 9.13 | 1.06 | | 178.5 | TO CORNING |
| | | | | | | | | | | | | | 3.1 |
| 39 P | | | | | | 2.15 | | | | | | 181.6 | RICHFIELD |
| | | | | | | | | | | | | | 4.7 |
| Yard YP | | 7.50 PM | 11.25 AM | 9.35 | 3.25 AM | 2.22 | 1.23 | 10.55 | 9.21 | 1.20 | 1.15 PM | 186.3 | R TEHAMA |
| | | | | | | | | | | | | | 2.1 |
| Gerber Yard BKWOYP | | 8.00 PM | 11.35 AM | 9.45 AM | **3.35 AM** | s 2.30 AM | s 1.30 AM | s 11.05 PM | s 9.28 PM | s 1.25 PM | s 1.20 PM | 188.4 | TO-R GERBER |
| | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | (112.8) |
| | (6.25) 11.58 | (0.10) 12.60 | (0.10) 12.60 | (3.25) 33.01 | (0.10) 12.60 | (3.00) 37.60 | (2.20) 48.34 | (2.35) 43.66 | (2.12) 51.27 | (2.50) 39.81 | (0.05) 25.20 | | ..........Time over District.......... .........Average Speed per Hour......... |

A B S.

RULE 5. At Tehama, schedule time and time in train orders apply at the junction switch.

Trains meeting at Tehama: If eastward train holds main track, it should not pass overlap post located 2475 feet east of junction switch until westward train has arrived, to avoid "stop" signal indication at Gerber for westward train.

No. 20 reduce speed to 25 MPH at Richfield Sundays to dispatch newspapers.

Additional Stations:

Dufour.....M.P. 92.1
Delphos....M.P. 126.8
Riz........M.P. 146.0

Additional Stations—Knights Landing-Oroville Branches:

Laugenour.M.P. 89.4
Coranco...M.P. 92.4
Cunard....M.P. 96.1
Lee.........M.P. 102.7
Wilson.....M.P. 109.2
Binney Junction Tower...M.P. 122.7
Mello......M.P. 126.5

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

| Train | At | Receive or Discharge | Passengers to (or beyond) | Passengers from (or beyond) |
|---|---|---|---|---|
| 8 | Any Station | Receive | Black Butte | |
| 12 | Woodland<br>Williams<br>Orland<br>Corning | Discharge | | Davis |
| 12 | Williams | Receive | Klamath Falls | |
| 16 | Woodland<br>Williams<br>Willows<br>Orland<br>Corning | Receive<br>Discharge | Klamath Falls | Berkeley, Stockton |

# SACRAMENTO SUBDIVISION

## WESTWARD

Time Table No. 164

September 28, 1941

| A. B. S. | STATIONS | Distance from Gerber | 19 Klamath | 7 Shasta | 291 Mixed | 23 Cascade | 17 Oregonian | 201 Passenger | 15 West Coast | 495 Freight | 515 Local Freight | 497 Manifest | 601 Manifest | 499 Freight |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | FIRST CLASS | | | | | | | THIRD CLASS | | | | |
| | | | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday & Holidays | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily |
| TO-R | DAVIS<br>5.1 | 112.8 | s 5.55 AM | s **6.20** AM | s 10.25 AM | s 11.25 AM | s 5.00 PM | | s 6.30 PM | | 12.30 PM | | 3.55 PM | |
| | MERRITT<br>2.5 | 107.7 | 5.46 | 6.12 | f 10.15 | 11.16 | 4.51 | | 6.21 | | 12.15 PM | | 3.45 | |
| | MULLEN<br>1.7 | 105.2 | | | f | | | | | | | | | |
| TO-R | WOODLAND<br>S. N. R. R. Crossing<br>5.0 | 103.5 | 5.40 | s 6.06 | s 10.07 | 11.10 | 4.45 | | s 6.15 | | 11.55 AM | | 3.35 | |
| TO | YOLO<br>5.9 | 98.5 | **5.31** | 5.58 | f 9.55 | **11.02** | 4.37 | | 6.05 | | 11.25 | | 3.25 | |
| | ZAMORA<br>2.2 | 92.6 | 5.25 | **5.52** | f 9.45 | 10.55 | 4.31 | | 5.59 | | **11.11** | | 3.16 | |
| | BRETONA<br>5.2 | 90.4 | | | f | | | | | | | | | |
| | DUNNIGAN<br>3.2 | 85.2 | 5.17 | 5.44 | f 9.35 | **10.47** | 4.23 | | 5.51 | | **10.47** | | 3.04 | |
| | HERSHEY<br>1.9 | 82.0 | | | f | | | | | | | | | |
| | HARRINGTON<br>5.2 | 80.1 | 5.12 | 5.39 | f 9.27 | 10.41 | 4.18 | | 5.45 | | 9.50 | | 2.56 | |
| TO | ARBUCKLE<br>4.1 | 74.9 | 5.06 | 5.33 | s **9.20** | 10.35 | 4.13 | | 5.39 | | **9.20** | | 2.48 | |
| | GENEVRA<br>6.6 | 70.8 | 5.02 | 5.28 | f 9.13 | | 4.08 | | 5.33 | | 8.55 | | 2.41 | |
| TO | WILLIAMS<br>4.9 | 64.2 | 4.55 | s 5.20 | s 9.05 | 10.24 | 4.01 | | s 5.25 | | 8.40 | | 2.28 | |
| | CORTENA<br>3.9 | 59.3 | 4.50 | 5.13 | f 8.58 | 10.19 | 3.55 | | 5.15 | | **8.10** | | 2.16 | |
| TO | MAXWELL<br>5.3 | 55.4 | 4.46 | 5.09 | s **8.53** | 10.15 | 3.51 | | 5.11 | | **8.00** | | 2.08 | |
| | DELAVAN<br>3.8 | 50.1 | 4.40 | 5.03 | f 8.45 | 10.09 | 3.45 | | 5.05 | | 7.34 | | 1.58 | |
| | NORMAN<br>2.2 | 46.3 | | | f | | | | | | | | | |
| | LOGANDALE<br>5.6 | 44.1 | 4.33 | 4.57 | f 8.37 | **10.03** | 3.38 | | 4.58 | | 7.15 | | 1.49 | |
| TO-R | WILLOWS<br>6.9 | 38.5 | s 4.25 | s 4.50 | s **8.30**<br>8.20 | 9.55 | 3.30 | | s 4.50 | | 7.00 AM | | 1.40 | |
| | ARTOIS<br>3.9 | 31.6 | 4.13 | 4.38 | f 8.08 | 9.46 | 3.19 | | 4.36 | | | | 1.28 | |
| | GRAPIT<br>1.3 | 27.7 | 4.09 | 4.34 | f 8.02 | 9.42 | 3.15 | | 4.32 | | | | 1.21 | |
| | GREENWOOD<br>3.4 | 26.4 | | | f | | | | | | | | | |
| TO-R | ORLAND<br>1.6 | 23.0 | 4.04 | s 4.28 | s 7.55 | 9.37 | 3.09 | | s 4.25 | | | | 1.11 | |
| | WYO<br>6.4 | 21.4 | 4.01 | 4.23 | f 7.43 | 9.35 | 3.05 | | 4.19 | | | | 1.08 | |
| | KIRKWOOD<br>5.1 | 15.0 | 3.54 | 4.16 | f 7.33 | 9.28 | 2.58 | | 4.12 | | | | **12.58** | |
| TO | CORNING<br>3.1 | 9.9 | 3.48 | s 4.10 | s 7.25<br>7.05 | **9.22** | 2.51 | | s 4.05 | | | | 12.50 | |
| | RICHFIELD<br>4.7 | 6.8 | | | f | | 2.45 | | 3.55 | | | | 12.44 | |
| R | TEHAMA<br>2.1 | 2.1 | 3.39 | 3.59 | 6.50 AM | 9.14 | 2.39 | s 2.49 PM | 3.49 | 12.13 AM | | 8.13 AM | 12.37 | 4.13 PM |
| TO-R | GERBER | 0.0 | **3.35** AM | 3.55 AM | | 9.10 AM | 2.35 PM | 2.45 PM | 3.45 PM | 12.05 AM | | 8.05 AM | 12.30 PM | 4.05 PM |
| | (112.8) | | Leave Daily | Leave Daily | Leave Daily Ex. Sunday & Holidays | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily |
| | Time over District<br>Average Speed per Hour | | (2.20)<br>48.34 | (2.25)<br>46.68 | (3.35)<br>30.89 | (2.15)<br>50.13 | (2.25)<br>46.68 | (0.04)<br>31.50 | (2.45)<br>41.02 | (0.08)<br>15.75 | (5.30)<br>13.51 | (0.08)<br>15.75 | (3.25)<br>33.01 | (0.08)<br>15.75 |

RULE 5. At Tehama, schedule time and time in train orders apply at the junction switch.

Trains meeting at Tehama: If eastward train holds main track, it should not pass overlap post located 2475 feet east of junction switch until westward train has arrived, to avoid "stop" signal indication at Gerber for westward train.

No. 19 reduce speed to 10 MPH at Orland to permit picking up U. S. mail.

**Additional Stations:**

Dufour ......M.P. 92.1
Delphos .....M.P. 126 8
Riz ..........M.P. 146.0

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

| Train | At | Receive or Discharge | Passengers to (or beyond) | Passengers from (or beyond) |
|---|---|---|---|---|
| 291 | Dufour | Receive | | |
| 7 | Arbuckle | Receive | Davis | |
| 17 | Arbuckle | Receive | Berkeley | |
| 17 | Corning<br>Orland<br>Willows<br>Williams<br>Woodland | Receive | Martinez | |

## SACRAMENTO SUBDIVISION

EASTWARD — Time Table No. 164 — WESTWARD

September 28, 1941

Sutter Basin Branch

| Capacity of Sidings in Car Lengths | | Distance from San Francisco | | STATIONS | Distance from Josephine |
|---|---|---|---|---|---|
| | P | 96.5 | R | GRACE<br>0.4 | 20.8 |
| 28 | P | 96.9 | | MARCHANT<br>1.5 | 20.4 |
| 28 | | 98.4 | | MACKERT<br>2.0 | 18.9 |
| 45 | WP | 100.4 | | ROBBINS<br>1.3 | 16.9 |
| 28 | P | 101.7 | | SEYMOUR<br>3.4 | 15.6 |
| 48 | P | 105.1 | | SUBACO<br>2.1 | 12.2 |
| 28 | | 107.2 | | PELGER<br>2.1 | 10.1 |
| 48 | P | 109.3 | | EVERGLADE<br>1.9 | 8.0 |
| 39 | YP | 111.2 | | HINSDALE<br>2.1 | 6.1 |
| 31 | | 113.3 | | TISDALE<br>1.9 | 4.0 |
| 14 | Spur | 115.2 | | PROGRESS<br>2.1 | 2.1 |
| 14 | Spur | 117.3 | | JOSEPHINE | 0.0 |
| | | | | (20.8) | |
| | | | | Time over District<br>Average Speed per Hour | |

EASTWARD — Time Table No. 164 — WESTWARD

September 28, 1941

Sutter Basin Branch

| Capacity of Sidings in Car Lengths | | Distance from San Francisco | | STATIONS | Distance from Karnak |
|---|---|---|---|---|---|
| 28 | P | 96.9 | | MARCHANT<br>0.7 | 2.5 |
| 22 | | 97.6 | | ENSLEY<br>1.8 | 1.8 |
| 2 | P | 99.4 | | KARNAK | 0.0 |
| | | | | (2.5) | |
| | | | | Time over District<br>Average Speed per Hour | |

EASTWARD — Time Table No. 164 — WESTWARD

September 28, 1941

Fruto Branch

| Capacity of Sidings in Car Lengths | | Distance from San Francisco | | STATIONS | Distance from Fruto |
|---|---|---|---|---|---|
| Yard Limits<br>64 | BKWOYP | 149.9 | TO-R | WILLOWS<br>2.7 | 17.0 |
| 9 | Spur | 152.6 | | LOSA<br>3.2 | 14.3 |
| 15 | | 155.8 | | KURAND<br>3.8 | 11.1 |
| 5 | Spur | 159.6 | | MILLSHOLM<br>4.0 | 7.3 |
| 5 | | 163.6 | | ATHENA<br>3.3 | 3.3 |
| 14 | PT | 166.9 | R | FRUTO | 0.0 |
| | | | | (17.0) | |
| | | | | Time over District<br>Average Speed per Hour | |

## SACRAMENTO SUBDIVISION

| | EASTWARD | | | | | | | | | | | WESTWARD | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | THIRD CLASS | SECOND CLASS | | | | FIRST CLASS | | | | | | FIRST CLASS | THIRD CLASS | | | FOURTH CLASS | |
| Capacity of Sidings in Car Lengths | 502 | 500 | 498 | 496 | 494 | 202 | 290 | Distance from San Francisco | | Time Table No. 164<br>September 28, 1941 | Distance from Tehama | 201 | 495 | 497 | 499 | 501 | 503 |
| | Local Freight | Local Freight | Freight | Manifest | Freight | Passenger | Mixed | | | | | Passenger | Freight | Manifest | Freight | Local Freight | Local Freight |
| | Leave Daily Ex. Sundays | Leave Daily Ex. Sundays | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sundays and Holidays | | | STATIONS | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sundays | Arrive Daily Ex. Sundays |
| Roseville yd. BKWOTYP | | 1.00 AM | 4.05 PM | 8.05 AM | 12.05 AM | 10.25 AM | 2.10 AM | 106.6 | A. B. S. | TO-R ROSEVILLE<br>6.2 | 105.1 | s 5.47 PM | 3.40 AM | 11.40 AM | 7.40 PM | | 11.20 PM |
| 98 P | | 1.25 | 4.20 | 8.20 | 12.20 | 10.34 | 2.35 | 112.8 | | WHITNEY<br>4.2 | 98.9 | 5.37 | 3.26 | 11.26 | 7.26 | | 10.55 |
| 106 WP | | **2.45** | 4.28 | 8.28 | 12.28 | s 10.40 | s **2.45** | 117.0 | | TO LINCOLN<br>4.0 | 94.7 | s 5.30 | 3.18 | 11.18 | 7.18 | | 10.45 |
| 30 P | | | | | | | | 121.0 | | EWING<br>1.1 | 90.7 | | | | | | |
| 94 P | | **3.09** | 4.37 | 8.37 | 12.37 | 10.48 | 2.58 | 122.1 | | BROOK<br>2.7 | 89.6 | 5.19 | **3.09** | 11.09 | 7.09 | | 9.20 |
| 25 | | | | | | 10.52 | f **3.04** | 124.8 | | SHERIDAN<br>3.3 | 86.9 | 5.15 | **3.04** | 11.04 | 7.04 | | 9.10 |
| 122 WP | | 3.45 | 4.48 | 8.48 | 12.48 | f **10.57** | s 3.10 | 128.1 | | TO WHEATLAND<br>6.1 | 83.6 | f 5.10 | 2.57 | **10.57** | 6.57 | | 8.55 |
| 89 P | | 4.00 | **5.00** | 8.59 | 12.59 | 11.05 | 3.20 | 134.2 | | OSTROM<br>5.6 | 77.5 | **5.00** | 2.46 | 10.46 | 6.46 | | 8.20 |
| Yard Limits | | | | | | | | 139.8 | | DANTONI JCT.<br>1.0 | 71.9 | | | | | | |
| BKW OIYP | | 5.45 | 5.20 | 9.12 | 1.12 | s 11.20 | s 3.33<br>4.00 | 140.8 | | TO-R MARYSVILLE<br>1.0 | 70.9 | s 4.50 | 2.34 | 10.34 | 6.34 | | 8.00 |
| | | | | | | | | 141.8 | | W. P. R. R. Crossing<br>2.9 | 69.9 | | | | | | |
| 98 WP | | 5.55 | 5.32 | 9.22 | 1.22 | 11.27 | 4.08 | 144.7 | | BERG<br>3.0 | 67.0 | 4.37 | 2.24 | 10.24 | **6.24** | | **6.24** |
| 33 | | 6.10 | 5.38 | 9.28 | 1.28 | 11.31 | 4.13 | 147.7 | | LOMO<br>2.1 | 64.0 | 4.33 | 2.18 | 10.18 | 6.18 | | 6.05 |
| 36 | | | | | | | | 149.8 | | SUNSET<br>1.7 | 61.9 | | | | | | |
| 43 IP | | 6.30 | **5.47** | 9.35 | 1.35 | f 11.37 | s 4.23 | 151.5 | | TO LIVE OAK<br>S. N. R. R. Crossing<br>6.5 | 60.2 | s 4.28 | 2.11 | 10.11 | 6.11 | | **5.47** |
| 102 P | | 7.10 | **5.59** | 9.47 | 1.47 | s 11.46 | s 4.35 | 158.0 | | TO GRIDLEY<br>3.4 | 53.7 | s 4.19 | 1.59 | 9.59 | **5.59** | | 5.30 |
| 38 WBP | 10.00 AM | 7.20 AM | 6.10 | **9.53** | **1.53** | s 11.55 AM | s 4.50 | 161.4 | | TO BIGGS<br>6.0 | 50.3 | s 4.12 | **1.53** | **9.53** | 5.53 | 4.55 PM | 5.00 PM |
| 39 P | 10.20 | | 6.25 | 10.04 | 2.04 | s 12.04 PM | f 5.02 | 167.4 | | RICHVALE<br>4.1 | 44.3 | s 4.02 | 1.40 | 9.40 | 5.40 | 4.40 | |
| 89 P | 10.40 | | 6.35 | 10.11 | 2.11 | 12.10 | f 5.10 | 171.5 | | NELSON<br>6.6 | 40.2 | f 3.55 | 1.33 | 9.33 | 5.33 | 4.20 | |
| 86 P | 11.05 | | 6.47 | 10.23 | 2.23 | f 12.19 | f 5.23 | 178.1 | | TO DURHAM<br>6.1 | 33.6 | s 3.45 | 1.21 | 9.21 | 5.21 | 4.00 | |
| Yard Limits BKWOYP | 11.25 AM | | 6.59 | 10.34 | 2.34 | s 12.35 | s 5.35<br>6.00 | 184.2 | | S. N. R. R. Crossing<br>TO-R CHICO<br>7.1 | 27.5 | s 3.35 | 1.09 | 9.09 | 5.09 | 3.40 PM | |
| 24 P | | | 7.12 | 10.47 | 2.47 | 12.45 | 6.12 | 191.3 | | NORD<br>2.3 | 20.4 | 3.19 | 12.55 | 8.55 | 4.55 | | |
| 98 P | | | 7.16 | 10.51 | 2.51 | 12.48 | 6.16 | 193.6 | | ANITA<br>9.4 | 18.1 | 3.16 | 12.51 | 8.51 | 4.51 | | |
| 131 WP | | | 7.32 | 11.07 | 3.07 | f 1.01 | f 6.32 | 203.0 | | VINA<br>6.7 | 8.7 | f 3.04 | 12.35 | 8.35 | 4.35 | | |
| 40 P | | | 7.44 | 11.19 | 3.19 | f 1.10 | f 6.45 | 209.7 | | TO LOS MOLINOS<br>2.0 | 2.0 | f 2.54 | 12.23 | 8.23 | 4.23 | | |
| Yard YP | | | 7.50 PM | 11.25 AM | 3.25 AM | 1.15 PM | s 6.50 AM | 211.7 | | R TEHAMA | 0.0 | 2.49 PM | 12.13 AM | 8.13 AM | 4.13 PM | | |
| | Arrive Daily Ex. Sundays | Arrive Daily Ex. Sundays | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sundays and Holidays | | | (105.1) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sundays | Leave Daily Ex. Sundays |
| | (1.25)<br>16.09 | (6.20)<br>8.65 | (3.45)<br>28.03 | (3.20)<br>31.53 | (3.20)<br>31.53 | (2.50)<br>37.09 | (4.40)<br>22.52 | | | Time over District<br>Average Speed per Hour | | (2.58)<br>35.43 | (3.27)<br>30.46 | (3.27)<br>30.46 | (3.27)<br>30.46 | (1.15)<br>18.24 | (6.20)<br>8.65 |

RULE 5. At Roseville, schedule time and train orders for eastward trains on Roseville-Tehama line, apply at west switch of crossover, leading from No. 2 to No. 1 tracks, 400 feet west of Lincoln Street crossing.

At Tehama, schedule time and time in train orders apply at the Junction Switch.

Trains meeting at Tehama: If eastward train holds main track, it should not pass overlap post located 2475 feet east of junction switch until westward train has arrived, to avoid "stop" signal indication at Gerber for westward train.

No. 201 Stop at Sheridan when necessary for U. S. Mail or newspapers.

| EASTWARD | | | | WESTWARD |
|---|---|---|---|---|
| Capacity of Sidings in Car Lengths | Distance from San Francisco | | Time Table No. 164<br>September 28, 1941<br>Dantoni Branch<br>STATIONS | Distance from Dantoni |
| | 139.8 | | DANTONI JCT.<br>3.2 | 4.4 |
| 5 | 143.0 | | LINDA<br>1.2 | 1.2 |
| 12 | 144.2 | R | DANTONI | 0.0 |
| | | | (4.4) | |
| | | | Time over District<br>Average Speed per Hour | |

Additional Stations:

| | | | |
|---|---|---|---|
| Clayton | M. P. 118.4 | Sullivan | M. P. 146.4 |
| Jester | M. P. 126.0 | Fagan | M. P. 155.9 |
| Rupert Spur | M. P. 138.9 | Riceton | M. P. 164.1 |
| Binney Junction Tower | M. P. 141.8 | Cana | M. P. 196.0 |

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

| Train | At | Receive or Discharge | Passengers to (or beyond) | Passengers from (or beyond) |
|---|---|---|---|---|
| 202 | Sheridan | Sundays & Holidays | | |

## SACRAMENTO SUBDIVISION

EASTWARD — Time Table No. 164 — WESTWARD

September 28, 1941

### Colusa Branch

| Capacity of Sidings in Car Lengths | | Distance from San Francisco | | STATIONS | Distance from Wyo |
|---|---|---|---|---|---|
| Yard Limits | YP | 108.3 | R | HARRINGTON<br>4.0 | 72.1 |
| 33 | | 112.3 | | COLLEGE CITY<br>3.7 | 68.1 |
| 28 | | 116.0 | | GRAINO<br>4.8 | 64.4 |
| 60 | W | 120.8 | TO | GRIMES<br>3.6 | 59.6 |
| 24 | | 124.4 | | SYCAMORE<br>8.6 | 56.0 |
| 56 | | 133.0 | TO | COLUSA<br>10.2 | 47.4 |
| 43 | Spur | 143.2 | | STEGEMAN<br>2.7 | 37.2 |
| 33 | W | 145.9 | | PRINCETON<br>4.5 | 34.5 |
| 28 | | 150.4 | | CODORA<br>5.2 | 30.0 |
| 56 | | 155.6 | | GLENN<br>6.5 | 24.8 |
| 33 | | 162.1 | | ORDBEND<br>3.8 | 18.3 |
| 28 | | 165.9 | | ROTAVELE<br>4.1 | 14.5 |
| 55 | W | 170.0 | TO | HAMILTON<br>10.4 | 10.4 |
| 33 | YP | 180.4 | | WYO | 0.0 |
| | | | | (72.1) | |
| | | | | ............Time over District............<br>........Average Speed per Hour........ | |

Additional Stations: Oak Flat M.P. 125.4, Cory M.P. 178.6.

EASTWARD — Time Table No. 164 — WESTWARD

September 28, 1941

### Lake Tahoe Branch

| Capacity of Sidings in Car Lengths | | Distance from San Francisco | | STATIONS | Distance from Lake Tahoe |
|---|---|---|---|---|---|
| Yard Limits | BKWOYP | 208.1 | TO-R | TRUCKEE<br>6.6 | 14.5 |
| 14 | P | 214.7 | | BIG CHIEF<br>7.9 | 7.9 |
| Yard Limits | KP | 222.6 | R | LAKE TAHOE | 0.0 |
| | | | | (14.5) | |
| | | | | ..........Time over District........<br>.......Average Speed per Hour...... | |

## SACRAMENTO SUBDIVISION

EASTWARD — WESTWARD

Time Table No. 164

September 28, 1941

### Fair Oaks Branch

| Capacity of Sidings in Car Lengths | | Distance from San Francisco | | STATIONS | Distance from Fair Oaks |
|---|---|---|---|---|---|
| 35 | P | 104.4 | R | CITRUS<br>1.9 | 1.9 |
| Yd. Limits 15 | P | 106.3 | TO-R | FAIR OAKS | 0.0 |
| | | | | (1.9) | |
| | | | | .............. Time over District..............<br>............Average Speed per hour.......... | |

EASTWARD — WESTWARD

Time Table No. 164

September 28, 1941

### Placerville Branch

| Capacity of Sidings in Car Lengths | | Distance from San Francisco | | STATIONS | Distance from Folsom |
|---|---|---|---|---|---|
| Yard Limits | Y | 111.1 | | FOLSOM JUNCTION<br>0.7 | 0.7 |
| 22 | WP | 111.8 | TO-R | FOLSOM | 0.0 |
| | | | | (0.7) | |
| | | | | ........Time over District..........<br>.......Average Speed per Hour...... | |

## EASTWARD — SACRAMENTO SUBDIVISION — WESTWARD

Time Table No. 164

September 28, 1941

### Placerville Branch

| | | EASTWARD SECOND CLASS | | | | | WESTWARD THIRD CLASS | |
|---|---|---|---|---|---|---|---|---|
| Capacity of Sidings in Car Lengths | | 518<br>Local Freight<br>Leave Daily Ex. Sunday | Distance from San Francisco | | STATIONS | Distance from Placerville | 521<br>Local Freight<br>Arrive Sundays and Holidays | 519<br>Local Freight<br>Arrive Daily Ex. Sun., Mon. and Holidays |
| Sacto. yard | BKW OTP | Via Elvas | 88.8 | TO-R | SACRAMENTO<br>5.9 | 59.9 | Via Elvas | Via Elvas |
| 128 | WP | 5.50 AM | 94.7 | R | BRIGHTON<br>1.2 | 54.0 | 10.00 AM | 11.50 AM |
| 22 | | 5.55 | 95.9 | | PERKINS<br>1.6 | 52.8 | 9.50 | 11.40 |
| 5 | | | 97.5 | | MANLOVE<br>1.4 | 51.2 | | |
| 70 | | 6.05 | 98.9 | | MAYHEW<br>1.8 | 49.8 | 9.40 | 11.25 |
| 2 | | | 100.7 | | ROUTIER<br>0.9 | 48.0 | | |
| 24 | Y | 6.20 | 101.6 | | MILLS<br>2.8 | 47.1 | 9.30 | 11.15 |
| 29 | P | 6.50 | 104.4 | R | CITRUS<br>3.0 | 44.3 | 9.21 | 11.00 |
| 12 | | | 107.4 | | NIMBUS<br>2.7 | 41.3 | 9.10 | 10.15 |
| 34 | | 7.33 | 110.1 | | NATOMA<br>1.0 | 38.6 | 9.00 | 10.00 |
| Yard Limits | Y | **8.40** | 111.1 | | FOLSOM JCT.<br>6.9 | 37.6 | **8.40** | 9.55 |
| 4 | | **9.10** | 118.0 | | WHITE ROOK<br>8.1 | 30.7 | 8.10 | **9.10** |
| 11 | | 9.50 | 126.1 | | LATROBE<br>5.3 | 22.6 | 7.35 | 8.35 |
| 4 | | 10.20 | 131.4 | | DUGAN<br>5.5 | 17.3 | 7.12 | 8.10 |
| 23 | W | 11.20 AM | 136.9 | | SHINGLE SPRINGS<br>5.8 | 11.8 | 6.50 | 7.45 |
| 24 | | 12.01 PM | 142.7 | | EL DORADO<br>2.3 | 6.0 | 6.25 | 7.20 |
| 18 | P | 12.30 | 145.0 | TO | DIAMOND SPRINGS<br>3.7 | 3.7 | 6.15 | 7.00 |
| Yard Limits | BKWTP | 1.00 PM | 148.7 | TO-R | PLACERVILLE | 0.0 | 6.00 AM | 6.30 AM |
| | | Arrive Daily Ex. Sunday | | | (59.9) | | Leave Sundays and Holidays | Leave Daily Ex. Sun., Mon. and Holidays |
| | | (7.10)<br>7.53 | | | ..........Time over District..........<br>........Average Speed per Hour........ | | (4.00)<br>13.50 | (5.20)<br>10.12 |

Additional Stations:

| | |
|---|---|
| Ramona | M.P. 95.5 |
| Prattrock | M.P. 111.4 |
| Cothrin | M.P. 123.1 |
| Brela | M.P. 128.1 |
| Brandon | M.P. 129.8 |
| Bullard | M.P. 131.7 |
| Bennett | M.P. 134.0 |
| Apex | M.P. 147.7 |

## SACRAMENTO SUBDIVISION

### SACRAMENTO YARD—OUTBOUND, VIA ELVAS TO BRIGHTON

### SACRAMENTO YARD—INBOUND, VIA ELVAS FROM BRIGHTON

Time Table No. 164

September 28, 1941

| | OUTBOUND SECOND CLASS | | OUTBOUND FIRST CLASS | | | | | | INBOUND FIRST CLASS | | INBOUND SECOND CLASS | | INBOUND THIRD CLASS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sacramento yard | 420<br>Freight<br>Leave Daily | 518<br>Local Freight<br>Leave Daily Ex. Sunday | 60<br>West Coast<br>Leave Daily | 231<br>Passenger<br>Leave Daily | Distance from San Francisco | | STATIONS | Distance from End of Division | 59<br>West Coast<br>Arrive Daily | 232<br>Passenger<br>Arrive Daily | 421<br>Freight<br>Arrive Daily | 423<br>Freight<br>Arrive Daily | 521<br>Local Freight<br>Arrive Sunday and Holidays | 519<br>Local Freight<br>Arrive Daily Ex. Sun., Mon. and Holidays |
| | | | 7.50 PM | 7.40 AM | 88.9 | Interlocking A.B.S. TO-R | SACRAMENTO (Passenger Station)<br>0.9 | 7.4 Double Track | s 8.45 AM | s 9.10 PM | | | | |
| | | 5.30 AM | | | 89.8 | R | SACRAMENTO (12th Street)<br>2.0 | 6.5 | | | | | 10.25 AM | 12.15 PM |
| I P | 9.10 PM | 5.40 | 8.00 | 7.50 | 91.8<br>136.2 | | ELVAS<br>3.0 | 4.5 | 8.35 | 9.00 | 1.00 AM | 11.20 AM | 10.10 | 12.01 PM |
| I P | 9.30 PM | 5.50 AM | 8.05 PM | f 7.55 AM | 133.2 | R | BRIGHTON<br>1.5 | 1.5 | 8.30 AM | f 8.55 PM | 12.40 AM | 11.05 AM | 10.00 AM | 11.50 AM |
| I | | | | | 131.7 | | END OF SACTO DIV. | 0.0 | | | | | | |
| | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | | | (7.4) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Sunday and Holidays | Leave Daily Ex. Sun., Mon. and Holidays |

Trains moving from Brighton to Elvas are Eastward, and Elvas to Sacramento, Westward.
Trains moving from Sacramento to Elvas are Eastward, and Elvas to Brighton, Westward.

## EASTWARD — Time Table No. 164 — WESTWARD

September 28, 1941

### Walnut Grove Branch

| Capacity of Sidings in Car Lengths | | Distance from San Francisco | | STATIONS | Distance from Isleton |
|---|---|---|---|---|---|
| Sacramento yard | BKW OTP | 88.8 | TO-R | SACRAMENTO | 32.4 |
| | | | | 0.5 | |
| | | 89.3 | | S. N. R. R. Crossing | 31.9 |
| | | | | 0.3 | |
| | P | 89.6 | | JCT. SWITCH, R STREET | 31.6 |
| | | | | 2.2 | |
| 35 | | 91.8 | | BATHS | 29.4 |
| | | | | 2.4 | |
| 51 | | 94.2 | | DEL RIO | 27.0 |
| | | | | 3.3 | |
| 51 | | 97.5 | | FREEPORT | 23.7 |
| | | | | 7.1 | |
| | | 104.6 | | HOOD JCT. | 16.6 |
| | | | | 3.3 | |
| 51 | | 107.9 | | LAMBERT | 13.3 |
| | | | | 3.3 | |
| 31 | | 111.2 | | MOFUBA | 10.0 |
| | | | | 2.2 | |
| Yard Limits 38 | BWYP | 113.4 | TO | WALNUT GROVE | 7.8 |
| | | | | 7.8 | |
| Yard Limits | BYP | 121.2 | TO-R | ISLETON | 0.0 |
| | | | | (32.4) | |
| | | | | ............Time over District............ | |
| | | | | ........Average Speed per Hour........ | |

Additional Stations: Charles M.P. 93.0, Locke M.P. 112.6.

## EASTWARD — Time Table No. 164 — WESTWARD

September 28, 1941

### Walnut Grove Branch

| Capacity of Sidings in Car Lengths | | Distance from San Francisco | STATIONS | Distance from Hood |
|---|---|---|---|---|
| | | 104.6 | HOOD JCT. | 0.7 |
| | | | 0.7 | |
| 58 | P | 105.3 | HOOD | 0.0 |
| | | | (0.7) | |
| | | | .........Time over District......... | |
| | | | .......Average Speed per Hour....... | |

## EASTWARD — Time Table No. 164 — WESTWARD

September 28, 1941

### Stirling City Branch

| Capacity of Sidings in Car Lengths | | THIRD CLASS 526 Local Freight Leave Mon., Wed., Fri. | Distance from San Francisco | | STATIONS | Distance from Stirling City | THIRD CLASS 527 Local Freight Arrive Tues., Thurs., Sat. |
|---|---|---|---|---|---|---|---|
| Yard Limits | BKWOYP | 10.00 AM | 184.2 | TO-R | CHICO | 31.2 | 10.40 AM |
| | | | | | 2.4 | | |
| | | | 186.6 | | S. N. R. R. Crossing | 28.8 | |
| | | | | | 2.7 | | |
| | | | 189.3 | | DREDGE | 26.1 | 10.20 |
| | | | | | 8.9 | | |
| 16 | WP | 11.05 | 198.2 | | PARADISE | 17.2 | 9.30 |
| | | | | | 5.0 | | |
| 8 | | 11.35 | 203.2 | | MAGALIA | 12.2 | 9.05 |
| | | | | | 6.8 | | |
| 12 | Spur WP | 12.15 PM | 210.0 | | DOON | 5.4 | 8.30 |
| | | | | | 5.4 | | |
| Yard Limits | WYP | 12.45 PM | 215.4 | R | STIRLING CITY | 0.0 | 8.00 AM |
| | | Arrive Mon., Wed., Fri. | | | (31.2) | | Leave Tues., Thurs., Sat. |
| | | (2.45)<br>11.35 | | | ............Time over District............<br>... Average Speed per Hour......... | | (2.40)<br>11.70 |

Additional Stations: Optimo M.P.202.2, Luce M.P.207.1.

# SPECIAL INSTRUCTIONS

# "SAFETY"

**RULE 2.** Watch Inspectors:

San Francisco, S. A. Pope, Manager of Time Service, 65 Market St.
Sacramento, H.T.Harger, 1026 K St. Willows..........Robt. E. Boyd
Roseville.......D. B. Farnsworth Orland.................L. Schnell
Colfax.............H. O. Grenier Oroville.............R. A. Williams
Sparks........W. R. Adams & Son Marysville..........Milton Haney
Placerville..........Leo C. Burger Chico..................J. R. Dupen
Woodland.............O. D. Payne

**RULE 4.** Designated Holidays:

New Year's Day, January 1st.
Washington's Birthday, February 22nd.
Decoration Day, May 30th.
Independence Day, July 4th.
Labor Day, First Monday in September.
Thanksgiving Day, Last Thursday in November.
Christmas Day, December 25th.

**RULES 10 (G) and 10 (H).** On double track between Sparks and east end of tunnel No. 41, east of Norden, signals, except fixed signals used by trackmen, will be placed on right of track in direction of movement.

**RULE 10 (J).** Round yellow slow boards indicate by black figures the speed restrictions applying to Diesel-powered stream-lined trains "CITY OF SAN FRANCISCO." Speeds indicated by oval white slow boards apply to those trains unless a round yellow slow board authorizing a higher speed is displayed on same post below the oval slow board.

The following slow boards are located less than ¾ mile, prescribed by Rule 10(J), from the restricted point:

| Location | | Speed | Distance from restricted point |
|---|---|---|---|
| Sacramento, 9th Street .... | Westward movement | 8 MPH | 45 car lengths |
| Sacramento, Front Street.. | Eastward movement | 8 MPH | 46 car lengths |
| Sacramento, 3rd Street..... | Westward movement | 20 MPH | 32 car lengths |
| Sacramento, 2nd Street.... | Westward movement | 20 MPH | 8 car lengths |
| Live Oak, east end of yard.. | Eastward movement | 30 MPH | 60 car lengths |

**RULE 11.** Between Gold Run and Truckee from Nov. 1st to May 1st, train finding a fusee burning along or near track must stop, and then proceed with caution not exceeding 15 MPH for a distance of one-half mile.

This restriction will not apply to the track on which train is running if displayed beyond the first rail of an adjoining main track.

**RULE 14 (d).** As specified below, ——— ——— ——— ——— o, will be indication that flagman may return from west as prescribed by Rule 99.

Tehama on Davis-Gerber Line.

**Rule 14 (e).** As specified below, ——— ——— ——— ——— ——— ——— will be indication that flagman may return from east as prescribed by Rule 99.

Roseville on Roseville-Tehama Line.
Brighton on Sacramento-Placerville Line.
Davis on Davis-Gerber Line.

**RULE 14 (k).** Also sound signal when passing rear of train, to be acknowledged by trainman by signal 12 (c).

**Rule 14 (l).** Westward trains will sound crossing whistle signal immediately after emerging from west portal of Tunnel No. 6, west of Donner.

**RULE 17.** Night signals will be displayed through tunnels and sheds.

Mars Signal Light on engines so equipped shall be used when engine is moving at night, and in foggy or stormy weather. It must be dimmed or extinguished approaching passenger stations, and at other points as prescribed by rules.

**RULE 17 (C).** For identification purposes, headlight may be dimmed when passing the head end and rear end of trains on adjoining tracks, except when nearing street or highway crossings.

**RULE 26.** When necessary for any member of the crew in Streamliner service to go underneath any part of the train, chains will be used for blocking and one placed securely on either side of a traction wheel. In addition, an understanding will be had with the engineer-operator to the effect that he will not move the train until the employee in charge of the work personally reports back to him. A 90 pound brake application must be maintained during the progress of the work.

**RULE 72.** Trains between Elvas and Sacramento, and between Elvas and Brighton, and eastward trains via Elvas from Brighton to Roseville, will move irrespective of time-table superiority when moving with the current of traffic.

Eastward trains will move Norden to Truckee irrespective of timetable superiority when moving with the current of traffic.

**RULE S-72.** Westward trains are superior to trains of the same class in the opposite direction, except as noted on pages 2 and 3.

**RULES 83 and 83 (A).** Westward trains, except first-class, passing Sacramento will not comply with Rules 83 and 83 (A) at Sacramento. A proceed signal from switchtender at Front St., Sacramento, green flag by day or green light by night, and in addition proceed indication displayed in Signal S.A. 887, will be authority to move irrespective of timetable superiority from Sacramento to Davis, train order office.

**RULE 83 (A).** At the following stations, only the trains indicated will register:

Sacramento, 12th Street—Trains terminating.
Brighton—Regular trains via Placerville Branch.
Truckee—First-class trains and trains originating and terminating.
Tehama—Westward regular trains.
Woodland—Regular trains except No. 19.
Colfax, Marysville, Willows, } Trains originating
Chico, Harrington, Orland, } and terminating.

**RULE 83 (B).** At open train-order offices, trains may register by ticket as follows:

Truckee—First-class trains.
Davis—Nos. 17, 23 and 24.
Woodland—Nos. 8, 12, 16, 17, 23, 24, 600, 601.

Folsom—Register at Folsom Junction. Trains required to go to Folsom will, on return to Folsom Junction, register the same information as shown on register at Folsom.

**RULE 83 (D).** Western Division trains, via Sacramento or Brighton (except first-class), originating Roseville, will obtain separate Sacramento and Western Division clearances and receive their train orders applying to Western Division at Roseville, and will not comply with Rule 83 (D) at Sacramento. Eastward extra trains and trains originating at Sacramento obtain clearance at Sacramento General Telegraph office located on second floor of psgr. station.

**RULE 83 (E).** A train may check the register against an extra when authorized by train order in the following form: "...may check register at......against Extra......on order No. ....". A train so authorized to check the register must also register.

An extra when instructed by train order in the following form: "Extra ......register at......on order No. ..." will register, and place this order number and date in column captioned "Signals."

**RULE 93.** Yard limits in which the provisions of Rule 93 will apply are established at the following points:

| East | | West |
|---|---|---|
| M.P. 247.60 | Sparks.............................. | M.P. 241.63 |
| M.P. 209.39 | Truckee............................ | M.P. 207.28 |
| M.P. 208.49 | Lake Tahoe Branch | |
| M.P. 222.80 | Lake Tahoe......................... | M.P. 221.72 |
| M.P. 172.12 | Emigrant Gap..................... | M.P. 169.75 |
| M.P. 142.94 | Colfax.............................. | M.P. 140.03 |
| | Auburn | |
| M.P. 125.60 | Westward Track.................. | M.P. 122.66 |
| | Newcastle | |
| M.P. 120.82 | Eastward Track.................. | M.P. 119.34 |
| M.P. 120.15 | Westward Track.................. | M.P. 118.74 |
| M.P. 110.83 | Roseville (East)................. | M.P. 102.04 |
| M.P. 110.86 | Roseville (West)................. | M.P. 102.04 |
| M.P. 110.95 | Roseville, No. 4 Track | |
| M.P. 107.71 | Roseville-Tehama Line | |
| M.P. 95.35 | Sacramento......................... | M.P. 85.8 |
| M.P. 93.09 | Walnut Grove Branch | |
| M.P. 94.93 | Placerville Branch | |
| M.P. 136.33 | Main-Polk.......................... | M.P. 131.60 |
| M.P. 111.38 | Folsom.............................. | M.P. 109.86 |
| M.P. 112.05 | Folsom Branch.................... | M.P. 111.05 |
| | Placerville......................... | M.P. 148.19 |
| M.P. 113.90 | Walnut Grove...................... | M.P. 110.64 |
| M.P. 122.32 | Isleton............................... | M.P. 121.05 |
| M.P. 124.59 | Golden State | |
| M.P. 76.94 | Davis | |
| M.P. 85.82 | Woodland.......................... | M.P. 83.66 |
| M.P. 85.78 | Knights Landing Branch | |
| M.P. 150.84 | Willows............................. | M.P. 147.96 |
| M.P. 151.82 | Fruto Branch | |
| M.P. 167.72 | Orland............................... | M.P. 164.48 |
| | Colusa Branch..................... | M.P. 177.62 |
| M.P. 185.36 | Chico................................. | M.P. 182.61 |
| M.P. 187.06 | Stirling City Branch | |
| M.P. 143.94 | Marysville.......................... | M.P. 138.75 |
| M.P. 122.69 | Knights Landing Branch......... | M.P. 119.76 |
| M.P. 124.44 | Oroville Branch | |
| M.P. 147.95 | Oroville............................. | M.P. 146.40 |
| M.P. 216.08 | Gerber............................... | M.P. 211.84 |

Second and third paragraphs of Rule 93 apply to all tracks within yard limits.

Eastward freight trains entering Roseville yard must not pass Dry Creek without receiving proceed signal (green flag by day, green light by night).

Trains, except regular passenger trains, arriving Roseville, from the east via Tehama-Roseville line, must not pass Lincoln Street, Roseville, without receiving proceed signal (yellow flag by day, yellow light by night).

Light signal at yardmen's station opposite yard office Roseville is used by yardmen to give signal to westward freight trains from Sparks-Roseville line. Aspects and indications as follows:

No light—Stop and stay clear of Yosemite Street crossing.

Flashing yellow light—Proceed, stopping clear of Lincoln Street crossing unless proceed hand signal is received (green flag by day, green light by night).

Freight trains from Sacramento Division enter Sparks freight yard at crossover switch just west of 17th Street and must approach this switch prepared to stop unless route lined and signals indicate proceed.

Siding at Tehama, M.P. 211.9, has been extended to M.P. 213.5 at Gerber.

Eastward trains, except first-class, arriving at Tehama at a time when restricted by time table or train order authority from using main track at Tehama, will use this extended siding, under Rule 93, Tehama to Gerber.

Westward trains will use this siding only when authorized by train order.

**RULE D-97 (A).** Applies between Sacramento and Sparks and Brighton and Elvas.

## RAILROAD CROSSINGS AT GRADE AND DRAWBRIDGES NOT INTERLOCKED

**RULE 98.** Southern Pacific trains must approach Western Pacific R. R. crossing at Front and R Streets, Sacramento, with caution, expecting to find crossing occupied. Southern Pacific yard engines must stop and ascertain that crossing is clear before proceeding.

Trains and yard engines must ascertain that all switch and industry track crossings in the vicinity of Front and R Streets are clear before using.

Trains must stop within 200 feet of Sacramento Northern R. R. crossing Front and R Streets, Sacramento, before crossing.

Movements of trains, engines or cars in switching over crossing of the Southern Pacific tracks and the electric lines at Front and M Streets, Sacramento, will be governed as follows:

Southern Pacific trains moving on Front St., Sacramento, and yard engines switching on Front Street must stop before reaching the crossings at Front and M Streets, and proceed on hand signal from flagman on the ground at the crossing, a green flag by day and a green light by night. Sacramento Northern R. R. trains must stop before reaching the crossing and proceed on signal from the flagman on platform of watchman's shelter, yellow flag by day and yellow light by night.

Eastward trains approaching Sacramento finding distant signal, located just east of the spur known as Washington Spur, used in connection with home signal just west of Sacramento River Bridge, in caution position will stop west of the Fifth Street crossing unless the home signal at bridge indicates clear position.

Trains and engines must stop before crossing Sacramento Northern R. R. tracks at 31st and "R" Streets, Sacramento.

Trains must stop within 200 feet of Sacramento Northern R. R. crossing at Yuba City.

Trains must pass over Southern Pacific crossing at Grace and Sacramento Northern R. R. crossing 9th Street, Chico, with caution.

Trains must stop within 200 feet of Sacramento Northern R. R. crossing on Chico-Stirling City line before crossing.

**RULE 99.** When torpedoes are used between Blue Canon and Stanford, and at any point during snow storm or when snow on rails, each torpedo placed will be duplicated on opposite rail.

When roadway machines (ditchers, pile drivers, power shovels, crane and derrick cars) are operated on double track or on tracks immediately adjacent to the main track, or off track adjacent to main tracks, boom or other parts of the machine must not be operated to foul main track, without proper flag protection. Such equipment must be at rest and clear of main tracks when trains are passing.

Flag protection must be provided on adjacent main tracks which closely parallel track on which ballast or other material is being loaded or unloaded. Operations must be stopped when trains on main track are passing.

**RULE 103 (A).** In general, highway crossing signals are so designed that they will not operate for trains or engines making a reverse movement after having passed over the crossing. Trains or engines making such reverse movements must protect the crossing unless it is known that signals are operating.

Trains and engines must stop and be preceded by flagman before crossing highway at

Isleton Wharf.
Clayton.
Marysville—Old Cannery Track—4th St.
Wilson—Wilson Road.
Woodland—Main St., House track.

**RULE 104.** The normal position of switches at end of double track and junctions will be as follows:

Sacramento R St...For Walnut Grove Branch.
Verdi...............Crotch switch at east end of Verdi center siding will be mechanically locked by the derail which must be open before crotch switch can be operated.
Tehama...........Junction switch, for movement via Willows. This is a spring switch.

**RULE 104 (A).** Conductors and engine foremen must personally know that main track switches used by them are left locked when clearing main track for Streamliner "CITY OF SAN FRANCISCO" Nos. 101 and 102.

**RULE 105.** Following tracks are designated for use as sidings:

Midas—Normal position west switch siding lined for lead to No. 1 track.

Elvas—Westward trains via Brighton having cars to set out at Elvas will use east end of center siding, using crossover switch near road crossing. Eastward trains from Brighton having cars to set out at Elvas will use west end of center siding and set cars in at crossover switch near road crossing.

Harrington—West end of siding west of cross-over is westward siding and east end east of cross-over is eastward siding. Junction switch at cross-over.

Wyo—Second track of the two tracks paralleling main track, is siding.

Marysville—Eastward trains taking siding will use crossover just west of west water column.

Loomis—That portion of No. 4 track from crossover, M.P. 113, to Signal 1138 will be used as a siding of 83 cars capacity.

**RULE D-152.** Does not apply between 15th Street and Sacramento River Bridge, Sacramento, and between Yosemite Street first road crossing east of Roseville passenger station and crossover at Dry Creek west of Roseville.

**RULE 206 (A).** It will not be necessary for No. 291 to obtain clearance at Tehama, No. 527 at Stirling City, No. 521 at Placerville, No. 606 at Reno and regular trains from Western Division at Brighton.

**RULE 221.** Train order signals at Emigrant Gap and Norden are light type signals identified by an illuminated sign (Train Order Signal) on the signal mast.

When a train reaches a point approximately 200 feet from signal, if no train orders, indication will change from "stop" to "proceed."

If signal is first seen at "proceed" indication, clearance must be obtained.

No. 518 and No. 519 must go to train-order office Folsom and obtain clearance when operator is on duty.

**RULE 825.** Outfit cars must not be left next to oil or gasoline loading or unloading locations; warehouses; storehouses; lumber yards; or other buildings.

Track between station and Stirling City main track at Chico must be kept clear of cars.

**RULE 829.** Westward freight trains stopping at Chico to perform switching or to take water, must stop east of Sacramento Avenue, or cut train at that point to permit the passage of traffic over tracks.

**RULE 834.** Tank cars or open-top cars loaded with rail, pipe, structural steel, lumber, poles or mounted wheels, when lading projects above sides and end walls of car, must not be placed in train next to cab of AC class engines. Does not apply to trains consisting entirely of logs.

**RULE 836.** Cars will not be handled ahead of engine at any point between Stirling City and Chico on westward trip.

**RULE 862.** Trainmen arriving Gerber on first-class trains will remain on duty and protect their train until outgoing brakemen have inspected train and assumed their proper positions, at which time incoming brakemen will be relieved.

**RULE 869.** Freight brakemen must be on top of train descending steep grades between Truckee and Loomis except between Andover and Emigrant Gap.

On freight trains between Truckee and Loomis, member of train crew will observe track from rear of caboose so train may be stopped in event of derailment. Two Dietz lanterns placed on rear of caboose will be used at night to assist in observing track.

**RULE 883.** Engines under steam must not be stored or left unattended on tracks that are not protected by derails against entry to main track. When chains or blocking available, wheels must be blocked.

## AUTOMATIC BLOCK SYSTEM

**RULE 509.** When making a reverse movement on main track after movement out of siding or other track, in block system limits, train or engine will, unless movement be completed beyond the governing signal, proceed as if signal be in stop position.

Block signals in addition to those included within the brackets shown on schedule pages are as follows:

**Sacramento**—On westward freight track from Signal 891 at 7th Street to Sacramento River Drawbridge. On eastward freight track 300 feet east of drawbridge to drawbridge. On eastward and westward passenger tracks 300 feet east of drawbridge to drawbridge. On Front Street 350 feet each side of eastward and westward main track.

The two center tracks, for entering and leaving Sacramento psgr station, are equipped with automatic signals between 6th and 7th Street switchtender's stations. Rule 509 as applied to single track governs. Signal 889 will display green indication for direct movement to 6th Street switchtender's station, and yellow indications for crossover movement to 6th Street switchtender's station.

Signal 886, located 100 feet east of Sixth Street crossing, controls eastward movements from Tracks 2, 3, 4 and 5, Sacramento psgr station, but does not indicate position of switch located 20 feet east of Signal 886.

Eastward freight track between automatic signal 350 feet east of Sacramento River Drawbridge to Signal 890 at 7th Street is not protected with block signals. All trains will proceed with caution.

On No. 1 track between Newcastle and Loomis double track rules will apply except when moving against the current of traffic. On No. 4 track between Rocklin and Loomis, Rule 509, single track will apply.

Light type dwarf signal governing eastward movement on No. 1, Signal 1136, located at clearance point of east end of siding.

Normal position of semaphore Signal 1138 governing eastward movement from siding "stop". Proceed indication will be given after main track switch is lined and block unoccupied. Should this signal fail to indicate "proceed" wait four minutes. After expiration of that time if signal fails to indicate "proceed" Rules 509 and 99 apply.

At Sparks, semaphore Signal 2452 on signal bridge governs main track movements on eastward main track. Lower arm of semaphore Signal 2452 on signal bridge governs diverging route movement from eastward main track across westward track into freight yard. Dwarf light Signals 2453 and 2459 govern main track movements on westward main track.

Eastward main track from 400 feet east of engine lead switch to dispatcher's office not protected by block signals. From dispatcher's office to dwarf Signal 2459 on westward main track not protected by block signals.

Dwarf light Signal 2455 governs movement from engine lead to eastward main track. When this signal indicates "stop," engine, after stopping at signal, may proceed on hand signal from herder, who must not give signal to engineman until trains moving on eastward main track have stopped or crossover switches are lined from eastward main track into freight yard, protecting movement.

At Gerber, trains or engines stopped by Signals 2134 or 2141 may proceed with caution, not exceeding 12 MPH.

Special slide signal, light type, located on westward track opposite Floriston station indicates condition of slide fence only, not connected with track.

**RULE 509.** The following block signals, equipped with triangular number plate displaying the letter "P", have included in their control limits a special protective device. When these signals indicate "stop", in addition to complying with Rule 509, careful inspection must be made of track or structure as indicated below, and it must be known that it is safe for passage of train before proceeding.

| Eastward Trains Signals | SPARKS-ROSEVILLE | Westward Trains Signals |
|---|---|---|
| P-2220 | Track opposite slide fence Floriston.................. | P-2239 |
| P-2146 | Track opposite slide detector fence.................. | |
| P-2164 | 875 feet in length at First signal.................. | P-2165 |
| | Bridge east of Boca M.P. 216.5.................. | P-2181 |
| P-2012 | Snow shed Andover M.P. 201.2.................. | P-2015 |
| P-2010 | Fire protection.................. | P-2013 |
| P-2000 | Snow shed west end Tunnels 13 and 42.................. | P-2003 |
| P-2002 | M.P. 200 west of Andover—Fire protection.......... | P-2005 |
| P-1780<br>P-1788 | Track opposite slide fence between old Highway crossing and west end Butte Canyon Bridge.......... | P-1805<br>P-1789 |
| P-1438 | Track opposite slide fence around Tunnels 33 and 34... | |
| | **ROSEVILLE-TEHAMA** | |
| P-1344 | Bridge over Clark's slough M.P. 135.8 east of Ostrom.. | P-1371 |
| P-1420 | Fire protection—Trestle—M.P. 142.7.................. | P-1437 |
| P-1906 | Bridge at M.P. 191.83 east of Nord.................. | P-1927 |
| | **TEHAMA-DAVIS** | |
| P-1756 | Bridge over Rice Creek M.P. 176.21 west of Corning... | P-1781 |
| P-1354 | Bridge at M.P. 137.44 west of Delavan.................. | P-1381 |
| P-1178 | Bridge at M.P. 118.88 east of Genevra.................. | P-1201 |

**Sacramento**—Movements over crossing at Front Street, just east of the Sacramento River drawbridge, are controlled by derails and light type signals, as follows:

On westward freight track, by derail located 300 feet from Front Street crossing and two-indication light type signal located 50 feet from derail.

On eastward freight track, by two-indication light type signal, located 350 feet from Front Street crossing.

On westward passenger main track by three-indication light type Signal, 350 feet from crossing.

Green indication governing movement of westward trains straight through on westward main track.

Yellow indication governing movement through crossover to eastward passenger main track.

Movements on Front Street across eastward and westward main tracks are governed by derails located approximately 90 feet from main track and by two-indication light type signals located ten to thirty feet back of derail.

Signal governing movement on Pioneer Mill track also governs movement on store lead, but does not indicate position of store lead switch, 45 feet south of signal.

Signal governing movement on track No. 4 also governs movement on track No. 5, but does not indicate position of switch 60 feet north of signal.

Signal governing movement on track No. 6 also governs movement on track No. 7, but does not indicate position of switch 60 feet north of signal.

Derails and signals, except derail on westward freight track (which is operated by signal operator on drawbridge) are operated and controlled by switch tender at Front Street crossing.

Signals on Front Street tracks governing movement over Front Street crossing do not indicate position of switches or condition of track between signals and crossing. Trains and engines on Front Street moving on proceed indication of light signals will see that switches are lined for them and that track on which they are moving is not obstructed by other cars or engines.

If signals do not indicate Proceed, Rule 663 will apply.

Light signals govern movement against the current of traffic on No. 2 track from crossover Emigrant Gap to west limits Norden interlocking plant and from east limits Norden interlocking plant to Andover. On No. 1 track from Andover to east limits Norden interlocking plant and from west limits Norden interlocking plant to crossover Emigrant Gap, M.P. 171.5.

When these signals indicate "stop," trains moving against the current of traffic on No. 1 or No. 2 track Rule 509, single track, will apply.

Light type dwarf signals and switch indicators governing westward movement from center sidings to No. 1 track are located at

West End Center Siding Troy (Signal 1857).
" " " " Crystal Lake (Signal 1779).
" " " " Midas (Signal 1603).

Normal indication of these signals "dark." "Stop" indication will be displayed after derails are closed. "Proceed" indication will be displayed when derails and switches are lined for movement and block is unoccupied.

Should these signals fail to indicate proceed, wait four minutes for time element relay to function, which will be effective when main track approach circuit is occupied. After operation of time element relay, if signals fail to indicate proceed, Rules 509 and 99 apply.

**RULE 512 (A).** Where switch indicators and dwarf signals are used, movements to main track will be as follows: If indicator indicates "block unoccupied," switches may be lined. When first switch or derail is lined, signal will indicate "stop." When second switch or derail is lined, signal will indicate "proceed" if block is unoccupied. When signal indicates "stop" after proper lineup has been made, a train must not move to main track except as prescribed by Rules 509 and 99.

**RULE 516.** Overlap posts are located at:

**Eastward Trains:** Live Oak—100 feet west of station.
Tehama—2475 feet east of junction switch.
**Westward Trains:** Wyo—1000 feet west of east switch of siding.

## SPRING SWITCHES

Spring Switches are identified by target on switch stand bearing the letters "SS."

When a block signal in advance of a facing point spring switch indicates "stop," careful examination of switch must be made before passing over it.

When making trailing point movement and train is stopped on switches, a reverse movement must not be made, nor the slack taken until the switch has been thrown by hand. When movement has been completed through switch, reverse movement must not be made until point closes.

Running switches are prohibited and sand, blow-off cocks, and injectors must not be used or boosters started while engine is standing on or passing over such switches.

Spring switches are located at the following points, and the indicated speed must not be exceeded while trains are passing over them.

**Roseville**—Trailing from siding to eastward main track 15 MPH.

Spring switch located at M.P. 107.38 normally lined for main track. Eastward trains moving from drill track will run through this switch when in normal position. To avoid making reverse movement through switch when leaving drill track trains must stop at clearance point on drill track when Signal 1074 located 350 feet east of switch is in stop position. Eastward trains moving from drill track and trailing through this switch will not exceed 15 MPH. Westward movement on main track must not be made over this switch without first stopping and inspection made of switch.

**Tehama**—Trailing from Roseville line, 25 MPH. Junction switch equipped with spring switch normally lined for movement via Willows.

Between Signals 2119SA and 2116SA on Davis line and Signals 2119SA and 2118SA on Roseville line, interlocking rules apply.

Eastward trains stopped by Signal 2116SA or 2118SA will send flagman to operate clock work time release located on Signal 2116SA.

Time release must not be operated when trains or engines are within interlocking limits or seen approaching on opposite line.

To operate clock work time release push button for signal desired and hold until light above push button becomes illuminated. After four minutes signal should change from "stop" to "proceed" or "caution."

If signal does not change to proceed after operating release, train will not proceed (Rules 663-672) until inspection is made of spring switch and see that switch is properly lined for movement.

When Signal 2118SA governing movements of eastward trains on Roseville line is in "stop" position, spring switch must be lined by hand before movement is made and restored to normal position by hand after movement has been completed.

Eastward inferior trains stopped at Tehama to allow eastward superior trains on converging route to proceed, will, when the semi-automatic signal governing their movements is found in proceed position, promptly operate time release, which will then change signal on route of inferior train to stop position and one on converging route to proceed position, thereby reducing delay to both trains.

## INTERLOCKING

**Sacramento River Drawbridge**—

**Nineteenth Street, Sacramento**—At crossing of R Street track with Western Pacific R. R.

Yard engines using industry spurs will give following signal from push button located on home signal 400 feet west of crossing.

To Valley Grocery spur, o ——— ———.
To Bekins spur, ——— o ———.

**Elvas**—Limits on Sacramento-Roseville line extend from interlocking home signal 1,400 feet west of tower to interlocking home signal 1,200 feet east of tower, and on Elvas-Polk line to interlocking home signal at west switch Polk siding; and on Placerville Branch line to interlocking home signal 600 feet east of Junction switch.

Following switches and derails within interlocking limits are hand operated and must not be thrown until permission has been obtained from signal operator.

American Can Company spur switch and derail. Derail is electrically locked.

Cross-over, middle siding, Elvas, to westward track, Elvas-Polk line.
Cross-over, middle siding, Elvas, to eastward track, Polk-Elvas line.
West switch and derail, middle siding, Elvas.
Hopfen spur switch and derail.
Meister's spur switch and derail. Derail is electrically locked.

Permission must be obtained for each movement into or out of American Can Company and Meister spurs.

Hand signals as required by Rule 628 may be given from the tower instead of from the ground.

Whistle Signals governing routes as follows:

To Roseville, ——— o o o o.
To Sacramento, ——— ——— ——— o.
To Polk, ——— ——— o o o.
To Elvas Siding, o o o ——— ———.
To Third Track, o o ——— ———.
To American Can Spur, ——— o ———.
To Meister's Spur, o ——— ———.

Eastward passenger trains will not be required to make running test approaching interlocking plant at Elvas, except when brake pipe has been separated.

To operate a dual control switch by hand, trainman must secure permission from the signal operator. When permission, including the time and working limits is granted, he must first move selector lever to the "hand-throw" position and lock it in that position. When the time limit has expired or work is completed, the selector lever must be restored to the "switch machine" position, selector lever and "hand-throw" lever locked, and so reported to the signal operator, at the same time he must report the location of train or engine. If the main track is cleared and selector lever restored to "switch machine" position before expiration of the time limit new authorization must be obtained before again using the dual control.

The selector and hand-throw levers must never be forced. They will move easily when properly in mesh, although some manipulation of first one and then the other may be necessary to get them in proper mesh. If the switch was lined for siding when dual control use was started, it must be again lined for siding before selector lever is restored to "switch machine" position.

When selector lever is placed in the "hand-throw" position, all signals immediately adjacent to the switch governed will indicate "stop." Under these conditions the train or engine authorized to use switch may pass these signals without stopping and make movements over the switch within the limits authorized as necessary during the time the selector lever is in the "hand-throw" position and locked. Trainmen must notify engineman when the selector lever is in the "hand-throw" position, and when it is returned to the "switch-machine" position, so he may be governed by interlocking signals adjacent to the switch.

**Emigrant Gap**—Limits as follows:

On No. 1 Track from interlocking signal located 100 feet west of house track spur to Signal 1711, 500 feet west of turn-table.

On No. 2 Track from clearance of crossover to Signal 1716, 60 feet east of east switch of crossover.

Electrically operated derail located 60 feet west of interlocking signal west of house track spur switch on No. 1 Track.

East switch of crossover equipped with electric lock.

Derail located at clearance on east lead of turn-table and equipped with electric lock.

Trains passing interlocking signals as provided by Rule 663 (b) will be preceded by flagman to next home signal or clear distant signal.

When instructed to operate derail by hand, be governed by instructions on sign at derail.

Trainmen or enginemen will not unlock or throw the west switch of crossover when making crossover movement, until the east switch of crossover has been lined.

Trainmen or enginemen will not unlock or throw switch to east lead of turn-table until derail has been closed.

Westward movement from west lead of turn-table or from fire-train crossover will not be made until permission is given by operator.

**Norden**—Limits as follows:

No. 1 Track from interlocking home signal at west switch of siding Donner to signal bridge 775 feet west of Norden office.

No. 2 Track from signal bridge 775 feet west of Norden office to westward interlocking home signal opposite Signal 1975 west of cross-over Eder.

Fire Train Spur—Switch and derail hand operated, derail electrically locked and must not be thrown until permission has been obtained from signal operator.

Run-around Tracks—Enginemen on helpers left on run-around track must obtain permission from signal operator before lining switch to siding.

Spur track switches must not be lined for movement to siding without first obtaining permission from signal operator.

Trains passing interlocking signals as provided by Rule 663 (b) will be preceded by flagman to next home signal or clear distant signal.

When permission is given by signal operator to eastward trains to pass interlocking signals located on main track and on siding east end of Norden, trains must wait ten minutes and then be preceded by flagman according to rules and follow flagman 10 minutes to next home signal or clear distant signal.

When interlocking home signal located approximately 300 feet west of west switch at Donner indicates "stop," westward trains will stop to clear west switch of Donner siding.

Additional light signals on masts of the following interlocking signals at Norden.

On signal mast of eastward signal located at Norden station on No. 2 track governing movement into eastward siding.

On signal mast of eastward signal located on eastward siding at east end of concrete shed governing movement over switch to turn-table.

On signal mast of eastward signal located on eastward siding at west switch of crossovers governing movement on crossover.

On mast of interlocking signal governing westward movement on siding Norden just east of cross-over near old Summit station.

Normal indication of these signals "dark." "Proceed with caution" indication will be given by flashing yellow light. This will indicate that interlocking signals are in stop position, that switches are lined and movement may be made to couple to cars or engines on siding without calling operator on telephone.

Two indication light signals installed on westward turn-table lead to No. 2 track, Norden. Signal is located on left side of track and 92 feet east of Signal 48-a, and is a repeater signal used in connection with Signal 48-a, governing westward movement from turn-table lead to No. 2 track.

**Georgiana Slough**—Drawbridge.

**Snodgrass Slough**—Drawbridge.

**9th and K Streets Tower, Marysville**—

Following switches and derails on Western Pacific R. R. within interlocking limits are hand operated and electrically locked, and must not be thrown until permission has been obtained from towerman when on duty:

Switch and derail, Western Pacific-S. P. transfer track.
Switch and derail, Western Pacific high line track.
Derail on Western Pacific stock corral track.

During hours towermen are off duty, trains desiring to move on Western Pacific main track from transfer track, high line and corral track, will first proceed to derail, electric lock, and unlock door. After door has been opened, and no trains are seen approaching on Western Pacific track, Signal 4 located on Western Pacific track 464 feet west of crossing, and Signal 15, 2-arm signal located on Western Pacific track 1624 feet east of crossing will immediately go to stop position, releasing electric locks. Electric locks are released when indicator in lock is in proceed position, then move lever directly below indicator to the right which will permit operation of switches. When switches are again restored to normal position, lever should be moved to left position before closing door.

Western Pacific switch key will be found in hand release box on pole near junction switch.

If necessary to make this movement when a train is approaching on Western Pacific main track, opening the door of any electric lock will not put signals in stop position, but electric lock can be released by first proceeding to junction switches and operating time hand release located in box on pole, marked hand release, which will automatically put signals in stop position. After time hand release has been restored to normal position, a white light will indicate electric locks are released.

Switches and derails must be immediately returned to normal position after train has passed over them.

Trains desiring to cross Western Pacific R. R. tracks on Knights Landing Branch, when towermen are off duty, will call Chief Train Dispatcher at Sacramento and be governed by his instructions.

**Binney Junction Tower**—Junction with Woodland-Oroville line and crossing Western Pacific R. R.

Whistle signals governing routes as follows:

Main track to or from Gerber, ——— o o o o.
Main track to or from Oroville, o o ——— ———.
Siding to or from Gerber, o ——— ——— ———.
Siding to or from Oroville, ——— ——— ——— o.
Siding to or from west leg of wye, o o o ——— ———.
Main track to or from west leg of wye, ——— ——— o o o.
Main track to or from east leg of wye, o ———.
To spur, o ——— ———.

Switches to east and west legs of wye hand thrown. Normal position of switch for Knights Landing line.

**Woodland**—Crossing Sacramento Northern R. R.

Whistle signals governing routes as follows:

For Tehama to or from siding, ——— o o o o.
For Tehama to or from house track, ——— ——— ——— o.
For Knights Landing to or from siding, o ——— ——— ———.

Hand signals as required by Rule 628 may be given from the tower instead of from the ground.

No towerman on duty between 12 midnight and 6:30 a.m.

Signals on the Sacramento Northern R. R. will be placed in "stop" position and Southern Pacific signals will be lined clear for westward movement after No. 20 passes.

In the event it is necessary to use the plant between the hours of 12:00 midnight and 6:30 a.m. for other than westward movements, crew should promptly get in touch with the Chief Train Dispatcher at Sacramento who will make the necessary arrangements.

### AUTOMATIC INTERLOCKING

**Live Oak**—Crossing Sacramento Northern R. R. one-half mile east of Live Oak.

Speed of trains must not exceed 30 MPH between home signal and crossing.

When trains are stopped by signals governing the use of automatic interlocking plants, flagman must be sent to crossing to operate clock-work time release. Release must not be operated when trains are between home signals or seen approaching on intersecting line.

After release has been operated, a red indicator light should be displayed over release and home signal should indicate proceed or red indicator on home signal mast be displayed. Trains may then proceed.

If red indicator lights are not displayed, trains may proceed over crossing as provided by Rule 663.

Instructions for operating clock-work time release are posted on door of box.

### TAKE SIDING INDICATORS

**RULES 705 to 708.** Emigrant Gap—Located on mast of Signal 1706 at west switch of center siding of eastward track controlled by operator.

### TRAIN INSPECTION

Trains containing carload shipments of T.N.T., bombs, loaded projectiles, and other such articles of a highly sensitive nature should be stopped for inspection at intervals of not to exceed 50 miles, provided any car in the train containing articles of this nature is loaded in excess of 65 per cent of its marked capacity.

| Page | Location | |
|---|---|---|
| All | | Freight trains, and light engines not equipped with tire coolers except Mallets, on descending grades will stop 10 minutes between switches at the following stations, to permit wheels to cool. Trainmen will make careful inspection of all cars and enginemen inspect engines. |
| 2 | Norden | On No. 2 track. |
| 2 | Stanford | Engine stop west of Culvert 202-E, 1879 feet west of west switch. |
| 2 | Truckee | Exception—five minutes. |
| 3 | Summit | On No. 1 track. |
| 3 | Troy | |
| 3 | Crystal Lake | During stormy weather and when snow on ground, instead of Yuba Pass. |
| 3 | Yuba Pass | |
| 3 | Emigrant Gap | During stormy weather and when snow on ground, five minutes for heat radiation, in addition to Knapp. |
| 3 | Knapp | Exception—five minutes. |
| 3 | Midas | |
| 3 | Gold Run | |
| 3 | Colfax | |
| 3 | Flint | Train to clear highway crossing at west end (except westward freight trains that stop at Auburn, inspect at Auburn instead of Flint). |
| 7 | Latrobe | |
| 8 | Doon | |
| 8 | Paradise | (Also passenger trains) stop 5 minutes, cool wheels. |

AC Class engines running light on descending grade stop sufficient length of time to inspect engine.

Light engines equipped with tire coolers descending grade, stop at at Truckee, Emigrant Gap and Colfax to inspect engine.

At points between Roseville and Sparks where freight trains stop for inspection, enginemen will drain water from main reservoirs on engines.

In addition to the designated stops for inspection, no freight train will make a continuous run of more than fifty miles without a stop for inspection, except when conditions favorable, freight trains may go to Biggs, if, in the judgment of conductor and engineer no stops are necessary.

At points where freight trains stop for inspection, they will do so between switches to permit light engines to pass.

### AIR BRAKE RULES

**RULE 3.** Maintain brake pipe pressure of 80 pounds on freight and mixed trains.

**RULE 16.** Emergency hose must be used on freight trains between Sparks and Roseville applied at most accessible location approximately every 20th car from engine.

On westward freight trains plugs will be fastened on east end of car and on eastward freight trains on west end of car.

Emergency hose will be handled by carmen at Sparks, but must be applied and removed when necessary by trainmen at intermediate stations.

Trainmen will wait until passenger trains are made up at Gerber before coupling steam and air hose.

**RULE 24.**

| Page | Location | Rear end test on freight trains must be made immediately prior to leaving: |
|---|---|---|
| 2 | Norden | Eastward and westward trains. |
| 3 | Summit | Westward trains. |
| 3 | Truckee and Summit | Westward trains make brake pipe test. |
| 7 | Placerville | All trains. |
| 8 | Stirling City | All trains. |

**RULE 39.**

| Page | Location | Running test on passenger trains must be made at: |
|---|---|---|
| 3 | Tunnel 6, west of Donner | Westward trains. (Just before entering tunnel.) |

### FREIGHT TRAINS

**RULE 33.** One operative retainer for the amount of Ms shown below must be turned up:

| Page | Ms per Operative Brake | TERRITORY |
|---|---|---|
| 2 | 120 | Norden to Truckee. |
| 3 | 140 | Summit to Yuba Pass. |
| 3 | 100 | Yuba Pass to Loomis. |
| | | **Placerville Branch** |
| 7 | 120 | M.P. 148 to M.P. 146. M.P. 145 to M.P. 138. |
| 7 | 140 | M.P. 136 to M.P. 130. M.P. 129 to M.P. 122. |
| 7 | 150 | M.P. 117 to M.P. 112. |
| 8 | 80 | Stirling City to M.P. 188. |

### RULE 46. PASSENGER TRAINS

| Page | Number of Retainers | TERRITORY |
|---|---|---|
| 2 | All | Norden to Truckee. |
| 3 | All | Summit to Long Ravine Bridge and N. E. Mills to Loomis. |
| 8 | All | Stirling City to M.P. 188. |

Whenever passenger equipment is handled on freight trains and a plug test is made, considerable time must elapse before brake pipe pressure will build up sufficiently to release the brakes on passenger equipment.

Conductor will advise engineman when they have such passenger equipment on the rear of train so he may allow a sufficient length of time for brakes to release before attempting to start train.

Diesel propelled train, "CITY OF SAN FRANCISCO," carries 110 lb. brake pipe pressure and has graduated release; when necessary to use a steam locomotive to handle this train, such locomotive must also carry 110 lb. brake pipe pressure instead of the 90 lb. ordinarily carried when handling passenger trains. The high pressure side of the air compressor governor of the steam locomotive must be set for 140 lb. and the low pressure side for 130 lb.

As piping of air brake system on Streamliner, "CITY OF SAN FRANCISCO," will not permit of compliance with Rule 24 the following will govern when coupling engines to or cutting them off this train:

Couple helper engine on in order to hold the train from running away and before cutting in automatic air; release the straight air set up from the power cars; then close the double heading cock.

The automatic brakes may then be applied and released from the helper engine without delay or difficulty, if proper brake pipe and main reservoir pressure is carried. No rear end test is required. The application and release of the brakes should be checked by an inspector or trainman from rear car.

When helper engine is to be cut off train, the automatic brake should be applied and left applied until helper is detached. Engineman on power cars should then open the double heading cock and apply electric pneumatic brake. Release of brake on the last car in the train is a check that the brake is operative and the train is ready to proceed.

Speed of freight trains will be reduced at points where trainmen are required to handle retainers.

The tonnage of freight trains between Stirling City and Chico must not exceed 80 Ms per operative brake, between Placerville and Folsom and between Summit and Loomis, 100 Ms per operative brake, and between Norden and Truckee 120 Ms per operative brake.

Train crews on freight trains from Roseville will not release hand brakes until engine is coupled to train or yard air is through train.

### MISCELLANEOUS

**1** Water columns at station listed below are equipped with locking devices which hold column (when not in use) parallel to track.

Emigrant Gap.

After taking water, firemen must push column around until locking device engages, which will be known by fact that column cannot then be moved in either direction unless it is unlocked by engaging tank hook in unlocking lever located just above outer end of column spout.

Helper engines coupled in middle or rear of train must be cut off from forward portion before taking water, and where lead engine cannot handle forward portion without assistance of helper, latter must not be cut off until forward portion has been pushed beyond water tank.

Take water only in emergency at following points:

Blue Canon, Woodland, Maxwell, Robbins, Tudor.

When a blue signal or an authorized sign is displayed at one or both ends of an engine, indicating that workmen are under or about it, or engine has been spotted to take oil or water, reverse lever must be placed in center, throttle valve closed, cylinder cocks opened and independent air brakes applied.

In Valley territory engines may take oil and water without cutting off train at all points except Marysville.

On ascending grades between Roseville and Sparks, engines on freight trains may take oil and water without cutting off train at all stations except Gold Run and Colfax.

Do not take oil at Gold Run except in emergency.

Eastward freight trains stopping at Colfax for water with helper engines in train, lead engine should stop with pilot just west of water column, cut off and take water. This to avoid possibility of accident at highway crossing.

Water at Mystic on No. 1 track only.

Trains handling empty express refrigerators will take water at Blue Canon so tie sprinklers will operate at full efficiency.

Westward passenger trains from Sparks should take water at Truckee in preference to other water stations.

**2** Eastward passenger trains making stop at Reno, will do so clear of Virginia Street.

Eastward trains will approach crossing at Colfax very carefully when westward trains are in the vicinity of the crossing.

**3** If unable to handle train account storm conditions on mountain, reduce to ninety per cent of engine ratings, advising chief train dispatcher fully of action taken.

**4** Helper service: No helper engine will be placed behind wooden underframe cars or cabooses.

Engines weighing more than 210,000 pounds on the drivers will not be placed behind cabooses.

In no case will more than one helper engine be placed behind steel underframe cabooses.

Two GS class engines must not be coupled on descending grade where maximum curvature exceeds 10 degrees.

Two engines must not be coupled on Stirling City Branch. Helper engines must be cut back in train.

**4a** Pushing trains out of yards: No engine will be placed behind a wooden underframe caboose or other wooden frame equipment.

Engines weighing more than 210,000 pounds on the drivers will not be placed behind steel underframe cabooses.

Air will not be coupled through the pusher engine.

Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when cutting off.

In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

**5** S. P. track to Swayne Lumber Co. Yard at Oroville passing under W. P. trestle will not be used or switching performed thereon during time W. P. trains are passing over trestle.

When using siding at Delavan beet chute at beet loading dump must be raised to proper clearance.

Stop sign at Roseville on circuit drive where switch leads into car repair tracks. All engines must stop at this sign and proceed with caution.

Capacity of sidings between clearance points is based on an average car length of 49 feet not including engines and caboose.

**8** At points where engine is to be changed or cars set out or picked up on passenger trains, trainman will open train heat valve on rear of train at station one mile board and engineman will shut off train heat one-half mile from station.

**9** Westward freight trains having pick up or set out at Colfax will, when possible, leave train east of east crossover while work is being performed.

**10** Storage tanks of Standard Oil Company near tracks at M.P. 107.9 between Roseville and Rocklin, flues of engines must not be sanded until engine has passed this point.

Underground gasoline tanks installed opposite house track at a point 300 feet west of station Colusa. Engines must not be stopped in front of unloading spot when oil or gasoline cars are being unloaded.

| Page | Class of Engine | Restricted Tracks |
|---|---|---|
| 2 | F-AC-Mk-Mt-GS | Auburn, Nev. St..Spurs. |
| 2-3 | | Clipper Gap.....Team, east of road crossing. |
| 2-3 | | Colfax...........Material spur, west yard. |
| 2-3 | AC-4-5-6-7-8 | Colfax...........Corral track, west of corral, bunk spur, house and house lead east of freight house. Team, beyond east end of freight house platform. Scale. |
| 2-3 | F-AC-Mk-Mt-GS | Rocklin..........Siding, House. |
| 3 | | Loomis..........House track and tracks 1, 2 and 3 and Pacific Spur. |
| 3 | | Penryn...........Fruit spurs west of station. |
| 3 | | Newcastle.......Tracks 3-4 and No. 7 beyond end of curve or switch leading to lumber spur. |
| 3 | | Flint............Standard Oil spur. |
| 3 | | Auburn..........High line. |
| 3 | | W. N. E. Mills...Spur, west of tool house. |
| 2-3 | F-AC-Mk-Mt-GS | Magra...........Spur. |
| | | Alta.............Spur. |
| | | Towle...........Spur. |
| | | Blue Canon......Dump spur, oil spur, Greek spur east of oil column. |
| | | Yuba Pass.......Spur switches. |
| | | Crystal Lake.....Spur, south side of No. 2 track. |
| | | Cisco............Outfit spur, Campbell's spur east of corral chute. |
| | | Summit..........Lumber spur switch. |
| 4 | Mk-F-AC Mt-GS | Knights Landing Branch, except between Woodland and switch to Swanston Corral spur. |
| 4-5 -7 | All | Wyo.............Stoney Creek gravel pit. Engines must not go beyond a point three car lengths beyond gravel bin. |
| 4-5 | AC-4-5-6-7-8 | Merritt..........Warehouse. |
| 4-5 | All | Sugarfield........Southern Pacific crews and power must not operate on track 5 in Sugarfield yard beyond a point 50 ft. west of west end of beet dump constructed under that track. |
| 4-5 | AC-4-5-6-7-8 | Dunnigan........Standard Oil. |
| | | Arbuckle.........Warehouse. |
| | | Cortena..........Warehouse, house. |
| | | Maxwell..........House, corral, loading, warehouse. |
| 4-5 | Heavier than T | Riz..............Warehouse Spur. |
| 4-5 | AC-4-5-6-7-8 | Willows..........Union Oil, Union Ice, team, pump house, engine spur, set-out. |
| | | Artois...........House, warehouse. |
| | | Orland...........Engine spur, oil spur. |
| | | Wyo.............East leg of Wye. |
| | | Corning..........Heinz spur. |
| | | Tehama..........House, beet, warehouse. |
| 6 | F-AC-Mk-Mt-GS | Biggs............Doty warehouse spur, west end of yard.<br>Brick warehouse spur, east end of yard. |
| 6 | F-AC-Mk-Mt-GS | Durham.........Warehouse track. |
| | | Barber Yard.....No. 1 track from west switch to point 400 feet west of east switch. |
| | | Barber Yard.....No. 2, 3 and 4 tracks. |
| | | Chico............Priol warehouse spur.<br>Reynolds warehouse spur.<br>Standard Oil spur. |
| | | Lomo............Siding. |
| | | Marysville.......Team, mill spur, Earl Fruit spur. |
| | All | Marysville.......High line track west of the east line of Third Street. |
| 6 | Mk-Mt-GS | Dantoni Jct. and Dantoni. |
| 6 | F-AC | Clayton..........Spur serving Stockton Fire Brick Co., across highway. |
| 6 | Heavier than 210 Ms | Lincoln..........Grain Growers elevator track. |
| 6 | All | Marysville.......Rio Grande Oil spur off "E" St., use reach. |
| 6 | Heavier than 210 Ms | Ostrom..........Corral Track off siding, use reach. |
| 6 | All | Barber...........Diamond Match Co.'s track at wye. |
| 7 | All | Engines must not exceed 10 MPH from Bullard Jct. to Lime Quarry, and must not go beyond 60 feet east of bunker switch. |
| | | Flint hoppers and box cars must not be placed on spur serving El Dorado Lime and Mineral Co. at Bullard, to or beyond rock chute which does not clear this class of equipment. |
| 7 | C | Placerville.......Weber spur. |

## MAIN TRACKS

**11** Tracks between Sacramento and Roseville numbered, and unless otherwise authorized, will be used as follows:

No. 1 Westward trains. No. 2 Eastward trains.

Tracks between Roseville and Sparks numbered and used as follows:

No. 1 westward trains, via Auburn.
No. 2 eastward trains, via Auburn Nevada Street.
No. 4 between Rocklin and Loomis; diverges from No. 2 at Rocklin and runs on south side of No. 1, one-half mile east of Rocklin to Loomis, connecting with No. 1 at Loomis.

End of No. 4 track at Loomis is located at clearance point west of crossover to No. 1 track at M.P. 113.

At Chico, Stirling City Branch main track originates at switch on Stirling City Branch leading to engine house at Chico. Trains to and from Stirling City Branch use yard tracks between passenger station and Stirling City Branch main track.

At Willows, Fruto Branch main track originates at yard limit board on Fruto Branch. Trains to and from Fruto Branch use yard tracks between passenger station and Fruto main track.

At Woodland, Knights Landing Branch main track originates at switch at east end of siding 150 feet east of cattle guard 85-A. Normal position of switch for Knights Landing Branch. Trains to and from Knights Landing Branch use Woodland siding.

**12** Where rail lubricators are located, running switches are prohibited and sand, blow off cocks and injectors must not be used, nor boosters started while passing over same.

**14** From May 1 to Nov. 1, sprinklers will be placed in service between Roseville and Sparks upon departure of westward freight trains and light engines, Norden to Loomis, and on eastward freight trains and light engines Norden to Truckee.

Sprinklers are to be kept open while train is in motion; where long stops are made they will be closed temporarily to avoid waste of water.

Eastward trains will operate sprinklers Norden to Truckee and westward trains Norden to Loomis.

During dry season, engines will sprinkle wooden structures with water from tender on steep descending grades.

**15** Trains and engines must not pass switch-tender's stations at Sixth Street and Seventh Street, Sacramento, without receiving proceed signal, green flag by day and green light by night, and must move with caution between Sacramento River Bridge and Seventh Street.

**20** Handling of freight cars in trains behind passenger cars carrying passengers prohibited. The term "freight car" does not include a baggage, express, or mail car, or a caboose. Baggage, express, mail, refrigerator or other head end cars must not be handled on rear of passenger trains unless trainmen can pass through them.

Passenger equipment handled in freight trains must be placed between cars equipped with carmen cutting lever.

Gas transport cars when handled in freight trains should be placed next ahead of caboose.

Cars with inoperative couplers, containing perishables or live stock, may be chained in train and moved to nearest available repair point. Other cars with defective couplers will be switched to the rear of caboose, using operative coupler by turning car. Car and caboose should be chained to prevent breaking away from train. Cars chained may be moved to nearest repair point in direction train is moving.

**24 Minimum Clearances for Rotary Plows**

Push cars in shed district must be placed between posts providing for proper clearance.

Tunnels 3 and 4, west of Tamarack, shed posts 8 to 10 inch clearance.

Tunnel 5, east of Cisco, 8 inches clearance.

East and west of M.P. 195, stone walls clear 6 inches. Water trough east of tunnel 10, west of Donner, clears 5 inches.

East end of tunnel 11, west of Donner, clears 8 inches.

Rotary plow on an 8 or 10 degree curve will swing approximately 7 inches from center.

Rotary snow plows 7203-7210-7222 equipped with wings, will not clear rock cut eastward track 700 feet east of M.P. 155, rock cut westward track at Rocky Point M.P. 158.4, also snow sheds and tunnels, when wings are extended.

Crews handling plows through district where standard clearance is not provided must reduce speed to 6 MPH through tunnels and at rock walls.

## OPERATION OF TURN-TABLES

**26** Yellow light signals on leads to turn-table at Norden. These signals will indicate route to be used from turn-table. If no indication visible when engine is ready to leave turn-table, telephone signal operator at Norden for instructions.

Before moving onto table from any lead, table must be lined so that engine will enter from rail lock end only. Engines when backing and approaching table on lead from eastward siding east end will stop to clear of table and fireman, after properly lining and locking table, will signal engineer to move onto table by green light located on engineer's side of lead. Operation of green light controlled by push-button located on post of turn-table shed on engineer's side. This signal does not indicate position of turn-table or turn-table lock.

Spot detectors are connected to turn-table rail lock. If engines are not spotted on table to clear concrete piers, detectors will prevent operation of rail lock lever.

Marker posts are placed on each end of the Norden turn-table to aid in spotting engines. AC class engines must be spotted with center of cab door directly opposite a marker post to avoid couplers striking concrete piers when turning.

Remove rail locks before attempting to move table.

Properly line table and reset rail locks before moving engine on or off table and enginemen must know that it is properly lined before attempting to move engine on table.

Release brake before moving turn-table and do not apply brake unless control handle is in the "off" position.

**To Move Turn-table:** Turn controller handle around to the third or fourth point allowing about one second on each point.

**To Stop Turn-table:** Turn controller rapidly to "off" position.

Allow turn-table to come to stop before reversing motor.

In case of trouble notify operator at Norden office, who will call maintainer.

Turn-table must be left lined and locked for east lead to eastward track.

Normal position turn-tables on Truckee District will be as follows:

Emigrant Gap...East approach, with motor on east end.
Norden.........East approach to eastward track.

Trainmen and enginemen using these turn-tables must leave them lined as shown above.

## SPEED RESTRICTIONS

### SPEED TABLE

| SPEED PER HOUR | 1 MILE IN MINUTES SECONDS | SPEED PER HOUR | 1 MILE IN MINUTES SECONDS | SPEED PER HOUR | 1 MILE IN MINUTES SECONDS | SPEED PER HOUR | 1 MILE IN MINUTES SECONDS | SPEED PER HOUR | 1 MILE IN MIN. SEC. |
|---|---|---|---|---|---|---|---|---|---|
| 6 | 10.00 | 25 | 2.24 | 39 | 1.33 | 53 | 1.08 | 68 | 0.53 |
| 8 | 7.30 | 26 | 2.18 | 40 | 1.30 | 54 | 1.06 | 69 | 0.52 |
| 10 | 6.00 | 27 | 2.13 | 41 | 1.27 | 55 | 1.05 | 70 | 0.51 |
| 12 | 5.00 | 28 | 2.08 | 42 | 1.25 | 56 | 1.04 | 72 | 0.50 |
| 15 | 4.00 | 29 | 2.04 | 43 | 1.23 | 57 | 1.03 | 74 | 0.49 |
| 16 | 3.45 | 30 | 2.00 | 44 | 1.21 | 58 | 1.02 | 75 | 0.48 |
| 17 | 3.31 | 31 | 1.56 | 45 | 1.20 | 59 | 1.01 | 76 | 0.47 |
| 18 | 3.20 | 32 | 1.52 | 46 | 1.18 | 60 | 1.00 | 78 | 0.46 |
| 19 | 3.09 | 33 | 1.49 | 47 | 1.16 | 61 | 0.59 | 80 | 0.45 |
| 20 | 3.00 | 34 | 1.45 | 48 | 1.15 | 62 | 0.58 | 82 | 0.44 |
| 21 | 2.51 | 35 | 1.42 | 49 | 1.13 | 63 | 0.57 | 84 | 0.43 |
| 22 | 2.43 | 36 | 1.40 | 50 | 1.12 | 64 | 0.56 | 85 | 0.42 |
| 23 | 2.36 | 37 | 1.37 | 51 | 1.10 | 65 | 0.55 | 90 | 0.40 |
| 24 | 2.30 | 38 | 1.34 | 52 | 1.09 | 67 | 0.54 | 95 | 0.38 |

# SPECIAL INSTRUCTIONS

Speed restrictions for engines are shown in speed restriction table; however, attention is called to the following maximum speeds at which tenders may be operated:

Tenders having water capacity 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, maximum speed 50 MPH.

Following engines are cross counter-balanced and are permitted a maximum speed of 75 MPH.

GS-1, 2, 3. Mt. 1, 2, 3, 4, 5.

P-7, 8, 10, 12; 2461, 2462, 2463, 2464, 2465, 2467, 2469, 2471, 2472, 2473, 2474, 2475, 2476, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 3120, 3121, 3122, 3123, 3124, 3125, 3126, 3127, 3128, 3129.

Following engines are cross counter-balanced and are permitted a maximum speed of 55 MPH when handling passenger trains.

F-1, 3, 4, 5; 3619, 3625, 3627, 3634, 3636, 3652, 3656, 3658, 3665, 3666, 3676, 3677, 3681, 3682, 3685, 3687, 3692, 3706, 3709, 3711, 3716, 3727, 3728, 3732, 3737, 3742, 3752, 3765.

AC-4, 5; 4100, 4101, 4102, 4103, 4104, 4105, 4107, 4108, 4109, 4110, 4111, 4112, 4113, 4114, 4115, 4116, 4117, 4118, 4119, 4120, 4121, 4122, 4123, 4124, 4125.

AC-7, 8.

Where mail, papers, or ice are to be dispatched from passenger trains at points where train does not stop, slow down sufficiently to permit safe dispatch without hazard, and will stop at such stations for this purpose if train is moving on adjoining track between passenger train and point of exchange.

Engines operated coupled tender to tender must not exceed speed permitted engines running backward.

Streamliner "CITY OF SAN FRANCISCO" must not exceed maximum speed authorized by Streamliner slow boards when operating on single track or with the current of traffic on double track and must not exceed speed allowed other passenger trains when operating against the current of traffic.

Speed prescribed by slow boards or special instructions must not be exceeded unless authorized by Streamliner slow boards and speed prescribed by bulletin or train order for steam passenger trains must not be exceeded.

## SPEED OVER STREET CROSSINGS WITHIN CITY LIMITS

| | | MPH |
|---|---|---|
| Reno | | 20 |
| Lincoln | | 35 |
| Woodland, Main and Court Sts. | | 12 |
| Willows | | 40 |
| Orland, Walker St. | Passenger | 35 |
| | Freight | 25 |
| Corning | | 40 |
| Roseville, Lincoln St. | | 12 |

| Page | Class of Engine | Station-Territory-Structure | MPH |
|---|---|---|---|
| All | S & SE | On curves | 15 |
| All | Motors | Backing thru yards and over highway crossings | 10 |
| All | All | Freight trains on descending grades, while passing passenger trains | 15 |
| All | ... | Locomotive cranes moving in trains with flexible or swivel truck trailing | 18 |
| All | ... | Trains entering or moving thru controlled sidings, or when running against the current of traffic on double track under authority of dwarf signals | 25 |
| 2 | All | Eastward trains between Signal bridge just west of Sparks Psgr station and Sparks Yard office | 12 |
| 2-3 | All | Flangers, between Lawton and Loomis and be governed by other speed restrictions | 30 |
| 2-3 | All | Fire Trains, with water cars full | 25 |
| 2-3 | All | Fire Trains with water cars less than three-quarters full. Water cars must be kept full when possible | 20 |
| 2-3 | All | Trains handling loaded Flint hoppers | 25 |
| 3 | All | Waiting room Norden just east of telegraph office | 10 |
| 3 | All | Trains of empty express refrs. exclusively between Emigrant Gap and Loomis | 25 |
| 4-5 | All | Trains using track to Swanston feed yard Woodland | 10 |
| 4-5 | AC-4-5-6-7-8 | Cache Creek, between Woodland and Yolo....89-A<br>Stoney Creek, bet. Orland and Wyo...166-D, 166-E<br>Thomas Creek, bet. Richfield and Tehama...182-A | 25 |
| 6 | AC-4-5-6-7-8 | Bear River bridge, 1.2 Miles west of Wheatland....126-C<br>Yuba River bridge, 2000 Feet west of Marysville....140-C<br>Deer Creek bridge, .5 Miles east of Vina.....203-E<br>Sacramento River bridge at Tehama........210-C | 25 |
| 6 | All | Eastward and westward trains moving over Roseville-Gerber line over Junction Switch at Tehama | 25 |

## SPEED RESTRICTIONS

**Maximum speed of passenger trains must not exceed 50 MPH and Freight and mixed trains 35 MPH except as otherwise provided for.**

**Speed Restrictions in MPH, Will Apply as Follows:**

| | | PASSENGER | | | | | FREIGHT | | | LIGHT ENGINES RUNNING FORWARD | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Page No. | Territory | Maximum Except Streamliner Diesel Power | Streamliner Diesel Power Unit | With AC-7, 8 Engines | With F-1, 3, 4, 5 AC-1, 2, 3, 4, 5, 6 Mk-2, 4, 5, 6, 8, 9 C-2 to 10 Inc., 15, 17 and TW Engines | With Other Type Engines Except T-1, 23, 28 and 31 which are limited to a maximum of 50 MPH | Freight and Mixed, Maximum | With AC-1, 2, and 3 Engines | Engines and Motors Backing | F-1, 3, 4, 5 Mk 2, 4, 5, 6, 8 9 and AM Engs. | GS Mt-1, 3, 4, 5 E, M, T, A and P | C-2 to C-10 Inc. | C-4, 15, 17 Mk-2, 4, 5, 6, 8, 9 AM, AC-1, 2, 3, 4, 5, 6, 7, 8 | Switch Engines S-SE Class |
| 2 | Sacramento—Roseville.....No. 2 Track | 60 | 95 | 55 | 40 | 60 | 40 | 25 | 30 | 35 | 40 | 35 | 30 | 20 |
| 2 | Roseville—Colfax..........No. 2 Track | 40 | 50 | 40 | 40 | 40 | 35 | 25 | 30 | 35 | 40 | 30 | 30 | 20 |
| 2 | Colfax—Truckee............No. 2 Track | 35 | 35 | 35 | 35 | 35 | 20 | 20 | 15 | 30 | 30 | 25 | 30 | 20 |
| 2 | Truckee—Sparks............No. 2 Track | 40 | 44 | 40 | 40 | 40 | 30 | 25 | 15 | 35 | 35 | 30 | 30 | 20 |
| 3 | Sparks—Truckee............No. 1 Track | 40 | 44 | 40 | 40 | 40 | 30 | 20 | 30 | 35 | 35 | 30 | 30 | 20 |
| 3 | Truckee—Loomis............No. 1 Track | 35 | 35 | 35 | 35 | 35 | 20 | 20 | 15 | 30 | 30 | 25 | 30 | 20 |
| 3 | Loomis—Roseville..........No. 1 Track | 50 | 70 | 45 | 40 | 50 | 35 | 25 | 30 | 35 | 40 | 35 | 30 | 20 |
| 3 | Roseville—Sacramento.....No. 1 Track | 60 | 95 | 55 | 40 | 60 | 40 | 25 | 30 | 35 | 40 | 35 | 30 | 20 |
| 4, 5 | Davis—M.P. 92.0 | 60 | ........ | 55 | 40 | 60 | 40 | 25 | 30 | 35 | 40 | 35 | 30 | 20 |
| 4, 5 | M.P. 92.0—M.P. 129.5 | 70 | ........ | 55 | 40 | 60 | 40 | 25 | 30 | 35 | 40 | 35 | 30 | 20 |
| 4, 5 | M.P. 129.5—Gerber | 60 | ........ | 55 | 40 | 60 | 40 | 25 | 30 | 35 | 40 | 35 | 30 | 20 |
| 4 | Woodland—Marysville | 25 | ........ | ........ | 25 | 25 | 25 | ........ | 15 | ........ | 25 | 25 | 25 | 20 |
| 4 | Marysville—Oroville | 20 | ........ | ........ | 20 | 20 | 20 | ........ | 15 | ........ | 20 | 20 | 20 | 20 |
| 4 | Knights Ldg. Jct.—End of track | 15 | ........ | ........ | ........ | 15 | 15 | ........ | 10 | ........ | 15 | 15 | ........ | ........ |
| 5 | Grace—Josephine | 30 | ........ | ........ | 20 | 30 | 20 | ........ | 15 | ........ | 25 | 20 | 20 | 20 |
| 5 | Marchant—Karnak | 30 | ........ | ........ | 20 | 30 | 20 | ........ | 15 | ........ | 25 | 20 | 20 | 20 |
| 5 | Willows—Fruto | 20 | ........ | ........ | ........ | 20 | 15 | ........ | 10 | ........ | 15 | 15 | 15 | 20 |
| 6 | Roseville—Tehama | 50 | ........ | 50 | 40 | 50 | 35 | 25 | 30 | 35 | 40 | 35 | 30 | 20 |
| 6 | Dantoni Jct.—Dantoni | 20 | ........ | ........ | ........ | 20 | 20 | ........ | 20 | ........ | 15 | 20 | ........ | ........ |
| 7 | Truckee—Lake Tahoe | 20 | ........ | ........ | 20 | 20 | 20 | 20 | 15 | 20 | 20 | 20 | 20 | 20 |
| 7 | Brighton—Folsom | 40 | ........ | ........ | 30 | 40 | 30 | ........ | 30 | ........ | 40 | 35 | 30 | 20 |
| 7 | Citrus—Fair Oaks | 25 | ........ | ........ | 20 | 25 | 20 | ........ | 15 | ........ | 20 | 20 | 20 | 20 |
| 7 | Folsom—Placerville | 25 | ........ | ........ | 20 | 25 | Mixed 20<br>Frt. 15 | ........ | 12 | ........ | 25 | 15 | 15 | 20 |
| 7 | Harrington—Wyo via Colusa | 30 | ........ | ........ | 25 | 30 | 25 | ........ | 20 | ........ | 25 | 25 | 20 | 20 |
| 8 | Sacramento—Isleton | 30 | ........ | ........ | 20 | 30 | 20 | ........ | 15 | ........ | 25 | 20 | 20 | 20 |
| 8 | Chico—M.P. 188 (Stirling City Branch) | 30 | ........ | ........ | 25 | 30 | 25 | ........ | 15 | ........ | 25 | 25 | 25 | 20 |
| 8 | M.P. 188—Stirling City | 20 | ........ | ........ | 20 | 20 | 12 | ........ | 10 | ........ | 15 | 12 | 12 | 20 |
| ...... | Through Crossovers, Turn-outs, and on all tracks except main tracks | 15 | ........ | 10 | 10 | 15 | 15 | 10 | 10 | 15 | 15 | 15 | 10 | 15 |

| Page | Class of Engine | Station-Territory-Structure | MPH |
|---|---|---|---|
| 4 | All | Over RR Crossing, Bridge St., east of Yuba City Station | 12 |
| 7 | All | Trains having cars loaded with ore or high loads of lumber on curves 7 degrees or over, on Placerville Branch | 12 |
| 7 | All | Mather Field spur | 10 |
| 7 | All | Engines on balloon track Lake Tahoe | 8 |
| 7 | All | Trains handling logs. thru Tunnel No. 1 | 5 |

## (UNLESS OTHERWISE FURTHER RESTRICTED BY TIME-TABLE, SLOW BOARDS OR TRAIN-ORDER)

Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers, transported on their own wheels:

| | |
|---|---|
| On tangent main tracks | 35 |
| except S.P.M.W. 4044 | 25 |
| On tangent branch tracks | 25 |

On all curves—5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except when speed indicated is 15 MPH or less be governed by slow boards.

Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):

| | |
|---|---|
| On tangent main tracks | 20 |
| On curves and on branch tracks | 15 |

Trains handling locomotive cranes with boom in place, either end forward (to be handled in work trains when practicable):

| | |
|---|---|
| On tangent main tracks | 25 |
| On curves and on branch tracks | 15 |

Trains handling steel pile-drivers may make maximum freight train speed.

Trains handling relief outfit with steam derrick:

| | |
|---|---|
| On tangent main tracks | 35 |
| On tangent branch tracks | 25 |

On all curves—5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except when speed indicated is 15 MPH or less be governed by slow boards.

Maximum speed of disabled engines hauled in train, or running under own steam, must not exceed:

| | |
|---|---|
| When pilot removed | 20 MPH |
| When main rod only removed | 30 MPH |
| When side rods only removed | 30 MPH |
| When both main and side rods removed | 20 MPH |
| When hauled in train, all rods on | 30 MPH |
| SP 1, 2 and 3 when inside main rod removed | 30 MPH |
| S and SE engines, and all other classes of engines when not equipped with engine trucks | 20 MPH |

When all weight has been removed from any one pair drivers, speed must not exceed 20 MPH.

When all weight has been removed from one wheel of any pair drivers, speed must not exceed 30 MPH.

Blocking of leading drivers of an engine, in order to redistribute weight, should not be attempted as this may cause derailment.

All cars handled in passenger trains must be equipped with steel-tired or all steel wheels.

Wooden passenger-carrying cars, wooden baggage, express and other head end cars, unless equipped with steel center sills and steel platforms must not be used in passenger trains. Speed of trains handling such cars restricted to 40 MPH.

If consist of train includes both wooden and steel passenger-carrying cars, the wooden cars must be kept together and handled on rear.

Slow boards at west switch Truckee No. 1 track, east switch Loomis No. 1 track and west switch Colfax No. 2 track, with figures 35 on upper left side, 30 on lower left side, and 20 on right side.

35 represents speed allowed for passenger trains on tangent track.
30 represents speed allowed for passenger trains on curves.
20 represents speed allowed for freight trains.

Trains consisting of engine and caboose only, may operate at speed authorized for AC 4, 5, 6, 7 and 8 class engines running light between Roseville and Sparks.

No. 290 will be permitted speed of 40 MPH when handling freight cars in territory otherwise restricted to 35 MPH.

Trains consisting of engine, flanger and caboose may operate at maximum allowable speed of freight trains.

## MILEAGE

### SACRAMENTO DIVISION

#### Main Lines

| | | First Track | Second Track |
|---|---|---|---|
| End Western Division to Sacramento | S. P. R. R. | .862 | .862 |
| Sacramento to Lawton | C. P. Ry | 147.754 | 149.289 |
| At Elvas (West Wye) | C. P. Ry | .308 | .314 |
| Polk to Elvas | C. P. Ry | 4.629 | 2.997 |
| Davis to Tehama | S. P. R. R. | 109.707 | |
| Roseville to Gerber | C. P. Ry | 105.916 | |
| TOTAL MAIN LINE | | 369.176 | 153.462 |

#### Branches

| | | | | |
|---|---|---|---|---|
| Colusa | S. P. R. R. | Harrington to Wyo | 71.655 | |
| Dantoni | C. P. Ry | Dantoni Jct. to Dantoni | 4.464 | |
| Fair Oaks | S. P. R. R. | Citrus to Fair Oaks | 2.113 | |
| Folsom | S. P. R. R. | Folsom Jct. to Folsom | .995 | |
| Fruto | S. P. R. R. | Willows to Fruto | 17.204 | |
| Knights Landing | S. P. R. R. | Woodland to west of Cunard | 9.713 | |
| | S. P. Co. | West of Cunard to Grace | 1.198 | |
| | S. P. R. R. | Grace to Binney Jct. | 26.225 | |
| Lake Tahoe | S. P. Co. | Truckee to Lake Tahoe | 14.735 | |
| Oroville | S. P. R. R. | Binney Jct. to Oroville | 25.267 | |
| Placerville | C. P. Ry | Brighton to beginning S. P. R. R. track | .070 | |
| | S. P. R. R. | Beginning S. P. R. R. track to Placerville | 54.920 | |
| "R" St. | C. P. Ry. | At Brighton (Link track) | .323 | |
| | S. P. R. R. | Brighton to "Q" St., Sacramento | 4.941 | |
| River Farms | S. P. Co. | Knights Landing Jct. to Boyer | 14.212 | |
| Stirling City | C. P. Ry | Chico to Stirling City | 31.216 | |
| Sutter Basin | S. P. Co. | Grace to Josephine | 20.957 | |
| | | Marchant to Karnak | 2.749 | |
| Walnut Grove | C. P. Ry | Sacramento to Front and "K" St. | .292 | |
| | S. P. R. R. | "K" St. to "N" St. | .245 | |
| | C. P. Ry | "N" St. to Isleton | 32.937 | |
| TOTAL BRANCH LINE | | | 336.431 | |
| TOTAL SACRAMENTO DIVISION | | | | 859.069 |

### ALARM BOX LOCATIONS KNAPP TO ANDOVER

| Box No. | LOCATION | M.P. |
|---|---|---|
| 4 | Signal 1734, ½ mile east of M.P. 173 | 173½ |
| 5 | On top east end of Shed No. 10 | 179 |
| 6 | 900 feet east of Signal 1794 | 179½ |
| 15 | 300 feet east of east portal Tunnel No. 1 | ... |
| 16 | Signal 1707, 500 feet east of west switch Emigrant Gap | ... |
| 17 | 150 feet east of crossover Emigrant Gap | ... |
| 18 | Between Smart and Emigrant Gap | 173 |
| 19 | Between Smart and Yuba Pass | 174 |
| 21 | Between Smart and Yuba Pass | 175 |
| 22 | Signal 1761, highway overhead bridge Yuba Pass | ... |
| 23 | 300 feet east of M.P. 177 | 177 |
| 24 | West end of center siding Crystal Lake | 178 |
| 25 | West end Butte Canyon bridge | 179 |
| 26 | 200 feet west of crossover Cisco | 180 |
| 27 | East portal Tunnel No. 39 | 181 |
| 28 | Between Tamarack and Cisco | 183 |
| 29 | ¼ mile west of west switch Troy on No. 1 track | ... |
| 31 | 200 feet east of east switch Troy on No. 2 track | 186 |
| 32 | East end lower Cascade Bridge | 187 |
| 33 | ¼ mile east of upper Cascade Bridge | 188 |
| 34 | Switch of cook car spur track No. 1 Norden | ... |
| 35 | 1000 feet west of west portal Tunnel No. 6 | 193 |
| 36 | 200 feet east Tunnel No. 6 | 194 |
| 37 | Between Tunnels No. 8 and No. 9 | 195 |
| 38 | 100 feet east of east portal Tunnel No. 10 | ... |
| 39 | West switch Donner | ... |
| 41 | 1000 feet east of section house Eder | 197 |
| 42 | 500 feet east M.P. 198, west end shed No. 46 | 198 |
| 43 | ½ mile east M.P. 198, west end shed No. 47 | 198½ |
| 44 | Signal 1994, ½ mile east M.P. 199 | 199½ |
| 45 | 300 feet west of west portal Tunnel No. 13 | 200 |
| 46 | Opposite section house Andover | ... |
| 47 | At Andover station | 201 |
| 48 | In turntable house Norden | ... |
| 49 | East switch of run-around, track No. 2 Norden | ... |
| 51 | East switch of siding No. 2 track Norden | ... |
| 52 | West portal Tunnel No. 41 | ... |
| 54 | East portal Tunnel No. 41 | ... |

Code signals following box numbers are as follows:
One—East. Two—West. Three—Broken rail. Four—Track men. Five—Slide. Six—Fire.

#### SPECIAL AUTOMATIC ALARM BOXES

8 Slide, east end Crystal Lake shed No. 2 track.
12 Fire, shed Andover crossover.
14 Fire, shed west end Tunnels No. 13 and No. 42, Andover.

## LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

### SACRAMENTO YARD

| M.P. | LOCATION | DESCRIPTION |
|---|---|---|
| | Sacramento River Bridge | Side |
| | Shop Yard | Oil House West of Store No. 1 ... Side |
| | Shop Yard | Sand spurs Nos. 1 and 2 ... Overhead |
| | Shop Yard | Track No. 2, Car Shop No. 9 ... Side |
| | Shop Yard | Track No. 3, Car Shop No. 9 ... Side |
| | Shop Yard | Track No. 4, Car Shop No. 9 ... Side |
| | Shop Yard | Track No. 5, Car Shop No. 9 ... Side |
| | Shop Yard | Track No. 9, Car Shop No. 9 ... Overhead and Side |
| | Shop Yard | Roundhouse spur ... Side |
| | Shop Yard | Track No. 2 Bone Yard Track ... Side |
| | Shop Yard | Track No. 3 Laundry ... Side |
| | Shop Yard | Track No. 2 Scrap Dock ... Side |
| | Shop Yard | Track No. 3 Scrap Dock ... Side |
| | 6th and I Streets | Cowell Lime & Cement Co. Bldg. .. Overhead and Side |
| | 6th and H Streets | Western Meat spur ... Side |
| | 6th Street | New Foundry Track ... Side |
| | 6th Street | Coke spur ... Side |
| | 6th Street | Foundry Track ... Side |
| | R between 11th and 12th | Lawrence Warehouse ... Side |
| | R between 21st and 22nd | Barley spur Buffalo Brewery ... Side |
| | R between 21st and 22nd | Buffalo Brewery spur ... Overhead and Side |
| | 21st and R | Buffalo Brewery Plant ... Overhead and Side |
| | 25th and R | Unloading pit, Sacramento Rock and Sand Co. .. Side |
| | B between 11th and 12th | Phoenix Mill spur ... Side |
| | B between 8th and 9th | Consumers Ice Co. Track ... Side |
| | 3rd to 6th Streets | Track No. 4 Rolling Mill ... Side |
| | 6th Street | Water Tank ... Side |
| | 15th and N. B. Streets | Unloading pit center of Track, Golden Gate Atlas spur |
| | 13th and 14th on B St. | Unloading pit center of Track, Clark and Henry spur |
| | 4th and R Streets | Sacramento Vegetable Growers Assn. ... Side |
| | 5th and R Streets | Virden Packing Co. spur ... Overhead and Side |
| | Front St. between M & N. | Sacramento Northern Guy Pole ... Side |
| | Walnut Grove Connection. | 2nd Street to Front St. Yard ... Overhead |
| | Front St. between H & I. | Stulsaft spur ... Overhead |
| | Bet. tracks No. 1 and No. 2 | South end of old freight shed, Front St. ... Side |
| | Bet. tracks No. 2 and No. 3 | South end of new freight shed, Front St. ... Side |
| | American River Bridge | Side |

### ROSEVILLE-SPARKS—EASTWARD

| M.P. | LOCATION | DESCRIPTION |
|---|---|---|
| 106.6 | Roseville | Icing track, PFE track No. 2 and New Icing track, PFE plant ... Side |
| 106.6 | Roseville Yard | Track No. 3, Heavy Rip ... Side |
| 106.6 | Roseville Yard | Track No. 4, Heavy Rip ... Side |
| 106.6 | Roseville Yard | Track No. 5, Heavy Rip ... Side |
| 106.6 | Roseville Yard | Track No. 6, Heavy Rip ... Side |
| 106.6 | Roseville | P. F. E. Icing Tracks Nos. 0-1-2-3 ... |
| 110.6 | Rocklin | Kesty Quarry spur ... Overhead |
| 110.6 | Rocklin | Henderson Quarry spur ... Overhead and Side |
| 110.6 | Rocklin | Pernu Quarry spur ... Overhead |
| 110.6 | Rocklin | Elickson Quarry spur ... Overhead |
| 110.6 | Rocklin | Cal. Granite spur, Quarry ... Side |
| 110.6 | Rocklin | Stock Chute on Corral Track ... Side |
| | E. of Rocklin | Antelope Creek bridge ... Side |
| 114.2 | E. of Rocklin | Tunnel No. 15 ... Side and Overhead |
| 114.7 | E. of Rocklin | Tunnel No. 16 ... Side and Overhead |
| 117.3 | E. of Lincoln Ave., Penryn | Tunnel No. 17 ... Side and Overhead |
| 120.5 | E. of Newcastle | Tunnel No. 18 ... Side and Overhead |
| 122.7 | E. of Newcastle | Tunnel No. 19 ... Side and Overhead |
| 123.1 | E. of Newcastle | Tunnel No. 20 ... Side and Overhead |
| 124.6 | E. of Nev. St., Auburn | Tunnel No. 21 ... Side and Overhead |
| 131.2 | E. of Bowman | Tunnel No. 22 ... Side and Overhead |
| 132.7 | E. of Clipper Gap | Tunnel No. 23 ... Side and Overhead |
| 132.9 | E. of Clipper Gap | Tunnel No. 24 ... Side and Overhead |
| 133.1 | E. of Clipper Gap | Tunnel No. 25 ... Side and Overhead |
| 133.3 | E. of Clipper Gap | Tunnel No. 26 ... Side and Overhead |
| 133.8 | E. of Clipper Gap | Tunnel No. 27 ... Side and Overhead |
| 134.8 | E. of Applegate | Tunnel No. 28 ... Side and Overhead |
| 135.9 | E. of Applegate | Tunnel No. 29 ... Side and Overhead |
| 138.7 | E. of N. E. Mills | Tunnel No. 30 ... Side and Overhead |
| 139.2 | E. of Lander | Tunnel No. 31 ... Side and Overhead |
| 139.4 | E. of Lander | Tunnel No. 32 ... Side and Overhead |
| 141.7 | Colfax | Automatic Signal Nos. 1420, 1421 and 1425 ... Side |
| 141.7 | Colfax | Water Col. west of Station W. B. ... Side |
| 141.7 | Colfax | P. F. E. Icing Platform ... Side |
| 145.3 | E. of Colfax | Tunnel No. 33 ... Side and Overhead |
| 144.7 | E. of Colfax | Tunnel No. 34 ... Side and Overhead |
| 152.2 | Gold Run | Mail Crane ... Side |
| | Gold Run | Water Tank West end of Yard ... Side |
| 152.4 | E. of Gold Run | Oil and Water columns ... Side |
| 164.3 | Knapp | Tunnel No. 1 ... Side and Overhead |
| 164.8<br>200.6 | Knapp to Andover | Snow sheds ... Side and Overhead |
| 165.5 | Blue Canon | Water Columns ... Side |
| 171.8 | Emigrant Gap Station | Signal 1718 |
| 173.0 | Smart | Signals 1736-1737 |
| 185.0 | Troy, Snowshed West End Summer Siding | Signal 1846 |
| 197.0 | Eder, East of Snowshed | Signals 1978-1979 |
| 208.0 | Truckee | Roundhouse portals ... Side |
| 208.0 | Truckee | Oil sump doorways ... Side |
| 242.9 | Reno | Transfer track ... Side |
| 242.9 | Reno | Buffalo Brewing Co. platform ... Side |

### SPARKS-ROSEVILLE—WESTWARD

| M.P. | LOCATION | DESCRIPTION |
|---|---|---|
| 164.8<br>201.3 | Andover to Knapp | Snow sheds ... Overhead and Side |
| | Tunnel No. 6 | Bunker on No. 3 spur ... Side |
| 195.7 | West of Donner | Tunnel No. 12 ... Overhead and Side |
| 195.4 | West of Donner | Tunnel No. 11 ... Overhead and Side |
| 195.1 | West of Donner | Tunnel No. 10 ... Overhead and Side |
| 194.9 | West of Donner | Tunnel No. 9 ... Overhead and Side |
| 194.3 | West of Donner | Tunnel No. 8 ... Overhead and Side |
| 194.1 | West of Donner | Tunnel No. 7 ... Overhead and Side |
| 193.7 | West of Donner | Tunnel No. 6 ... Overhead and Side |
| 181.0 | West of Tamarack | Tunnel No. 4 ... Overhead and Side |
| 180.7 | West of Tamarack | Tunnel No. 3 ... Overhead and Side |
| 164.3 | West of Knapp | Tunnel No. 1 ... Overhead and Side |
| 132.6 | West of Applegate | Tunnel No. 0 ... Overhead and Side |
| 124.5 | Auburn | Ford & Son Warehouse, hill track ... Side |
| 124.5 | Auburn | Lowell Warehouse, hill track ... Side |
| 124.5 | Auburn | Fruit House Track, hill track ... Side |
| 124.5 | Auburn | House Track, Auburn I. & C. siding ... Side |
| 124.5 | Auburn | House Track, Ford & Son, warehouse siding ... Side |
| 122. | West of Flint | Cut West of 122 ... Side |
| | West of Flint | Cut West of 122-G ... Side |
| | West of Flint | Cut West of 122-H ... Side |
| | West of Flint | Bloomer Cut ... Side |
| 120.1 | Newcastle | Tunnel No. 18 ... Overhead and Side |
| 113.9 | Loomis | No. 1 Hill track, Earl Fruit Co. ... Side |
| 113.9 | Loomis | No. 1 Hill track, Law Bros., Fruit House ... Side |

### SACRAMENTO-GERBER

| M.P. | LOCATION | DESCRIPTION |
|---|---|---|
| 94.9 | Ben Ali | Cannon Phillips spur ... Overhead and Side |
| 117.0 | Lincoln | Diamond Match Co., Lumbershed ... Side |
| | Clayton | Stockton Fire Brick Co., spur ... Overhead |
| 140.8 | Marysville | Strain Warehouse, 9th and B St. .. Overhead and Side |
| 140.8 | Marysville | Buckeye Mill platform ... Side |
| 122.0 | Marysville, E Street | Yuba Construction Co., platform ... Side |
| 161.4 | Biggs | Rice Mill Siding ... Overhead and Side |

### DAVIS-TEHAMA

| M.P. | LOCATION | DESCRIPTION |
|---|---|---|
| 84.9 | Woodland | West end of Globe Rice Mill ... Overhead and Side |
| 124.2 | Williams | Bartlett Water Co., shed platform ... Side |
| 124.2 | Williams | Stoval-Wilcox platform ... Overhead and Side |
| 124.2 | Williams | Williams Warehouse Co., platform ... Side |
| 149.9 | Willows | Glenn County Spur ... Side |

### WYO-HARRINGTON

| M.P. | LOCATION | DESCRIPTION |
|---|---|---|
| 120.8 | Grimes | Water Spout ... Overhead |
| 145.9 | Princeton | Water Spout ... Overhead |
| 150.4 | Codora | Warehouse ... Side |
| 165.9 | Rotavele | Elevator ... Side |
| 177.4 | Hamilton | Beet pulp dryer, 285 feet east of hay barn, Holly Sugar Co. ... Overhead and Side |

### WOODLAND-OROVILLE

| M.P. | LOCATION | DESCRIPTION |
|---|---|---|
| 111.4 | Tudor | Water Tank ... Side |
| 120.4 | Yuba City | S.N.R.R. trolley wire, East of station ... Overhead |
| 135.0 | Honcut | Brown's Warehouse ... Side |
| 147.9 | Oroville | C. L. Bills cement warehouse ... Side |
| 147.9 | Oroville | Ice House platform ... Side |

### SACRAMENTO-PLACERVILLE

| M.P. | LOCATION | DESCRIPTION |
|---|---|---|
| 91.5 | Sacramento, 23rd and R | Contractors' spur, building ... Side |
| 94.8 | Brighton | Unloading pit center of track A. Teichert Co. spur |
| 95.9 | Perkins | Perkins' Store ... Side |
| 98.9 | Mayhew | Humphrey Packing house platform ... Side |
| 98.9 | Mayhew | Earl Fruit Co. platform ... Side |
| 122.3 | Cothrin | Rock Cut ... Side |
| 126.4 | Latrobe | Rock Cut ... Side |
| 126.5 | East of Latrobe | Rock Cut ... Side |
| 128.6 | East of Latrobe | Rock Cut ... Side |
| 148.7 | Placerville | Water Tank ... Side |

### SACRAMENTO-ISLETON

| M.P. | LOCATION | DESCRIPTION |
|---|---|---|
| 92-B | | Bridge ... Side |
| 93.0 | Charles | Stock Chutes at 93-A ... Side |
| | Snodgrass Slough | Bridge ... Side |
| 113.4 | Walnut Grove | Pacific Fruit Bldg. ... Side |

Tracks adjacent to P. F. E. icing platforms at Roseville, and Consumers Ice and Cold Storage Company, Sacramento, have side clearance of less than 7 ft. 8 in.

Employees are warned that it is dangerous to stand erect on top of cars or to ride on side of cars while passing these points and that they must protect themselves from injury.

## LIST OF SURGEONS

| LOCATION | NAME | TITLE |
|---|---|---|
| San Francisco. | Dr. C. A. Walker...... | Chief Surgeon and Manager. |
| Sacramento... | Dr. A. M. Henderson.. | Division Examiner and Surgeon. |
| Sacramento... | Dr. W. W. Cress...... | Division Surgeon. |
| Sacramento... | Dr. W. N. Becker..... | District Surgeon. |
| Sacramento... | Dr. Arthur F. Wallace. | Assistant District Surgeon. |
| Sacramento... | Dr. J. Roy Jones...... | Aurist. |
| Sacramento... | Dr. E. C. Turner...... | Oculist. |
| Roseville..... | Dr. L. E. Jones....... | District Examiner and Surgeon. |
| Roseville..... | Dr. J. F. McAnally.... | Associate District Surgeon. |
| Loomis....... | Dr. P. D. Barnes...... | District Surgeon. |
| Newcastle.... | Dr. L. B. Barnes...... | District Surgeon. |
| Auburn...... | Dr. J. A. Russell...... | District Surgeon. |
| Colfax....... | Dr. F. Lynn Smith.... | District Surgeon |
| Truckee...... | Dr. J. H. Bernard..... | District Examiner and Surgeon, |
| Reno........ | Dr. W. H. Hood...... | Consulting Surgeon. |
| Reno........ | Dr. Horace J. Brown... | Division Examiner and Surgeon, State of Nev. |
| Reno........ | Dr. Harold E. Lohlein.. | Assistant District Surgeon. |
| Reno........ | Dr. C. W. West....... | District Surgeon. |
| Reno........ | Dr. John A. Fuller..... | Oculist and Aurist. |
| Reno........ | Dr. Earle C. Creveling. | Emerg. Oculist and Aurist. |
| Lincoln...... | Dr. A. W. McArthur... | District Surgeon. |
| Wheatland.... | Dr. F. W. Didier...... | District Surgeon. |
| Marysville.... | Dr. E. E. Gray........ | District Examiner and Surgeon. |
| Marysville.... | Dr. Samuel A. Morris.. | Oculist and Aurist. |
| Live Oak..... | Dr. I. W. Higgins..... | District Surgeon |
| Gridley...... | Dr. W. S. Lavy....... | District Surgeon. |
| Biggs........ | Dr. Edwin S. Peeke.... | Emergency Surgeon. |
| Durham...... | Dr. J. L. Doyle....... | District Surgeon. |
| Chico........ | Dr. N. T. Enloe....... | District Surgeon. |
| Chico........ | Dr. D. H. Moulton.... | District Surgeon. |
| Stirling City.. | Dr. Fred D. Baty..... | District Surgeon. |
| Los Molinos.. | Dr. James L. Faulkner. | District Surgeon. |
| Gerber....... | Dr. F. J. Bailey....... | District Examiner and Surgeon. |
| Davis........ | Dr. Thomas E. Cooper. | Emergency Surgeon. |
| Davis........ | Dr. Leo A. Cronan..... | Emergency Surgeon. |
| Woodland.... | Dr. O. C. Railsback.... | District Surgeon. |
| Arbuckle..... | Dr. H. S. Powis....... | District Surgeon. |
| Williams..... | Dr. Charles F. Keith... | District Surgeon. |
| Colusa....... | Dr. John W. Scott..... | District Surgeon. |
| Willows...... | Dr. Frank M. Lawson.. | District Surgeon. |
| Orland....... | Dr. T. H. Brown....... | District Surgeon. |
| Corning...... | Dr. H. H. Beck....... | District Surgeon. |
| Oroville...... | Dr. E. A. Kusel....... | District Surgeon. |
| Fair Oaks.... | Dr. G. M. Kennedy.... | Emergency Surgeon. |
| Folsom....... | Dr. Kenneth E. Overholt............... | Emergency Surgeon. |
| Placerville.... | Dr. W. A. Reckers..... | District Surgeon. |
| Hamilton..... | Dr. Mary B. Poket.... | Emergency Surgeon. |
| Yuba City.... | Dr. Neal M. Loomis... | District Surgeon. |
| Yuba City.... | Dr. P. B. Hoffman..... | District Surgeon. |
| Walnut Grove. | Dr. V. W. Pallesen..... | District Surgeon. |
| Isleton....... | Dr. Godfrey Steinert... | District Surgeon. |
| Lake Tahoe.. | Dr. C. B. Pedersen.... | Emergency Surgeon. |

NOTE.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

### HOSPITALS

GENERAL...............SAN FRANCISCO
EMERGENCY...........SACRAMENTO
" ...........ROSEVILLE
" ...........GERBER
" ...........SPARKS

## RATING OF ENGINES—SACRAMENTO DIVISION—In M's of 1000 lbs. back of Tender

| NOMINAL CLASS | OFFICIAL CLASS | ENGINE NUMBERS | Boiler Pressure | Sacramento and Gerber Via Roseville | Roseville to Colfax Via Eastward Track | Colfax to Sparks Roseville to Colfax via Westward Track | Sparks to Truckee | Truckee to Summit | Davis and Gerber Davis and Marysville | Placerville to Folsom | Folsom to Placerville | Folsom to Sacramento | Sacramento to Folsom | Chico to Stirling City | Stirling City to Chico |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| M-4 | M-63 20/28 126, 135-S | 1617 to 1713.............. | 190 | 4300 | 1050 | 690 | 1650 | 800 | 3400 | 1250 | 780 | 3750 | 2300 | .... | .... |
| M-6, 8 | M-63 21/28 150-S, 159-SF | 1721 to 1803, 1823 to 1825... | 200 | 5250 | 1300 | 870 | 2000 | 1000 | 4150 | 1550 | 990 | 4600 | 2850 | 530 | 980 |
| M-9 | M-63 21/28 150-S, 162-SF | 1804 to 1822, 1826 to 1830, 1836 | 210 | 5550 | 1400 | 930 | 2150 | 1050 | 4400 | 1650 | 1050 | 4850 | 3000 | 570 | 1050 |
| M-11 | M-63 22/28 153-S, 162-SF | 1831 to 1835.............. | 200 | | | | | | | | | | | | |
| M-21 | M-63 22/28 181-S, 185-SF | 1837 to 1845.............. | 250 | 6450 | 1600 | 1000 | 2500 | 1300 | 5000 | .... | .... | .... | .... | ... | .... |
| T-23 | T-63 21/28 156-S, 163-SF | 2301 to 2310.............. | 210 | 5550 | 1350 | 920 | 2100 | 1050 | 4400 | 1650 | 1050 | 4850 | 3000 | 560 | 1040 |
| T-26 | T-69 21/28 152-S | 2283 to 2299.............. | 200 | 4800 | 1150 | 750 | 1800 | 870 | 3900 | 1400 | 860 | 4250 | 2700 | 440 | 860 |
| T-28, 31 | T-63 22/28 162-S | 2311 to 2362.............. | 210 | 6050 | 1500 | 1000 | 2350 | 1150 | 4800 | 1800 | 1150 | 5300 | 3250 | 630 | 1150 |
| T-32, 40 | T-69 23/28 174-S, 197-SF | 2363 to 2384.............. | 210 | 6150 | 1450 | 970 | 2300 | 1100 | 5050 | 1800 | 1150 | 5400 | 3450 | ... | .... |
| C-8,9,10 | C-57 22/30 192-S, 200-SF | 2513 to 2599, 2698 to 2860... | 210 | 6650 | 1700 | 1150 | 2600 | 1300 | 5200 | 2000 | 1300 | 5800 | 3550 | ... | .... |
| TW-8 | TW-54 21/32 161-S | 2914 to 2923.............. | 190 | 5650 | 1450 | 970 | 2200 | 1250 | 4450 | 1650 | 1100 | 4900 | 3000 | ... | .... |
| A-3 | A-81 20/28 112-S, 116-SF | 3025 to 3071.............. | 210 | 3800 | .... | .... | .... | .... | 2950 | .... | .... | .... | .... | ... | .... |
| A-3 | A-81 20/28 120/B-64-SF | 3025 to 3071.............. | | | | | | | | | | | | | |
| Mk-2, 4 | Mk-57 23½/30 206-S, 230-SF | 3201 to 3240.............. | 210 | 7650 | 1900 | 1250 | 2950 | 1600 | 5950 | 2200 | 1400 | 6650 | 4050 | ... | .... |
| Mk-5, 6 | Mk-63 26/28 210-S, 233-SF | 3241 to 3277.............. | 210 | 8400 | 2100 | 1400 | 3250 | 1850 | 6600 | 2500 | 1600 | 7400 | 4500 | ... | .... |
| Mk-7, 8, 9 | Mk-63 28/30 247-S, 257-SF | 3300 to 3324.............. | 176 | 9200 | 2300 | 1500 | 3500 | 2000 | 7200 | .... | .... | .... | .... | ... | .... |
| Mk-7, 8, 9 | Mk-63 27/30 247-S, 257-SF | | 205 | | | | | | | | | | | | |
| F-1 | F-63 27½/32 273-S, 282-SF | 3611 to 3652.............. | 200 | 9650 | 2450 | 1650 | 3750 | 2100 | 7550 | .... | .... | .... | .... | ... | .... |
| F-3 | F-63 29½/32 297-S, 300-SF | 3653 to 3667.............. | 200 | 11000 | 2750 | 1850 | 4300 | 2400 | 8600 | .... | .... | .... | .... | ... | .... |
| F-4, 5 | F-63 29½/32 306/B-61-SF | 3668 to 3769.............. | | | | | | | | | | | | | |
| F-5 | F-63 29½/32 306/B-62-SF | | | | | | | | | | | | | | |
| AM-2 | AM-63 22-22/28 357-SF | 3900 to 3911.............. | 210 | 12150 | 3150 | 1950 | 4800 | 2500 | 9550 | .... | .... | .... | .... | ... | .... |
| AC-1, 2, 3 | AC-57 22-22/30 441-SF | 4000 to 4048.............. | 210 | 13300 | 3400 | 2150 | 5200 | 2750 | 10400 | .... | .... | .... | .... | ... | .... |
| AC-6 | AC-63 24-24/32 517-SF | 4126 to 4150.............. | 250 | 18500 | 4800 | 2900 | 7300 | 3700 | 14500 | .... | .... | .... | .... | ... | .... |
| AC-7 | AC-63 24-24/32 515-SF | 4151 to 4176.............. | | | | | | | | | | | | | |
| AC-8 | AC-63 24-24/32 532-SF | 4177 to 4204.............. | | | | | | | | | | | | | |
| Mt-1,3,4,5 | Mt-73 28/30 246/B-60-SF | 4300 to 4376.............. | 210 | 8950 | 2150 | 1400 | 3400 | 1850 | 6950 | .... | .... | .... | .... | ... | .... |
| P-1, 3, 5 | P-77 22/28 141-S, 152-SF | 2400 to 2452, 2459, 2460..... | 210 | 4850 | 1100 | 700 | 1800 | 950 | 3800 | 1350 | 810 | 4300 | 2550 | .... | .... |
| P-1 | P-77 22/28 160/B-54-S | | | | | | | | | | | | | | |
| P-1 | P-77 22/28 163/B-54-SF | | | | | | | | | | | | | | |
| P-4 | P-77 23/28 155/B-58-SF | 2401 to 2436.............. | 210 | 5350 | 1250 | 780 | 2000 | 1050 | 4150 | 1500 | 900 | 4750 | 2800 | ... | .... |
| P-8, 10 | P-73 25/30 181-SF | 2461 to 2491.............. | 200 | 6750 | 1550 | 990 | 2550 | 1350 | 5250 | .... | .... | .... | .... | ... | .... |
| P-8, 10 | P-73 25/30 183/B-63-SF | | 210 | | | | | | | | | | | | |
| P-12 | P-73 26/28 189-SF | 3120 to 3129.............. | 205 | 7000 | 1600 | 1000 | 2600 | 1400 | 5350 | .... | .... | .... | .... | ... | .... |
| GS-1 | GS-73 27/30 262/B-104-SF | 4400 to 4409.............. | 250 | 9550 | 2250 | 1450 | 3600 | 1950 | 7450 | .... | .... | .... | .... | ... | .... |
| GS-2 | GS-73 27/30 266/B-104-SF | 4410 to 4415.............. | | | | | | | | | | | | | |
| Allowance for Empty and Under-loaded Cars................ | | Less than 40 M's.......... | | 6 | 6 | 3 | 6 | 3 | 6 | 3 | 3 | 6 | 6 | 6 | 6 |
| | | 40 M's to 50 M's.......... | | 3 | 3 | 0 | 3 | 0 | 3 | 0 | 0 | 3 | 3 | 3 | 3 |
| | | More than 50 M's......... | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Note: Rating of eastward trains with two or more engines, classes AC-4, 5, 6, 7 and 8 will be single rating shown in column 3, Colfax to Sparks, multiplied by number of engines used, for the entire district, Roseville to Sparks.

These ratings include the total weight of train, exclusive of engine and tender, which the different class of engines will haul in each direction between the stations shown.

**R. E. HALLAWELL, Assistant Superintendent, Sacramento, Cal.**

### TRAINMASTERS

H. E. MILLER.............................................Sacramento, Cal.
G. P. McNAMARA.......................................Sacramento, Cal.
F. PURDY....................................................Roseville, Cal.
W. S. HOOSON............................................Truckee, Cal.

### CHIEF TRAIN DISPATCHERS

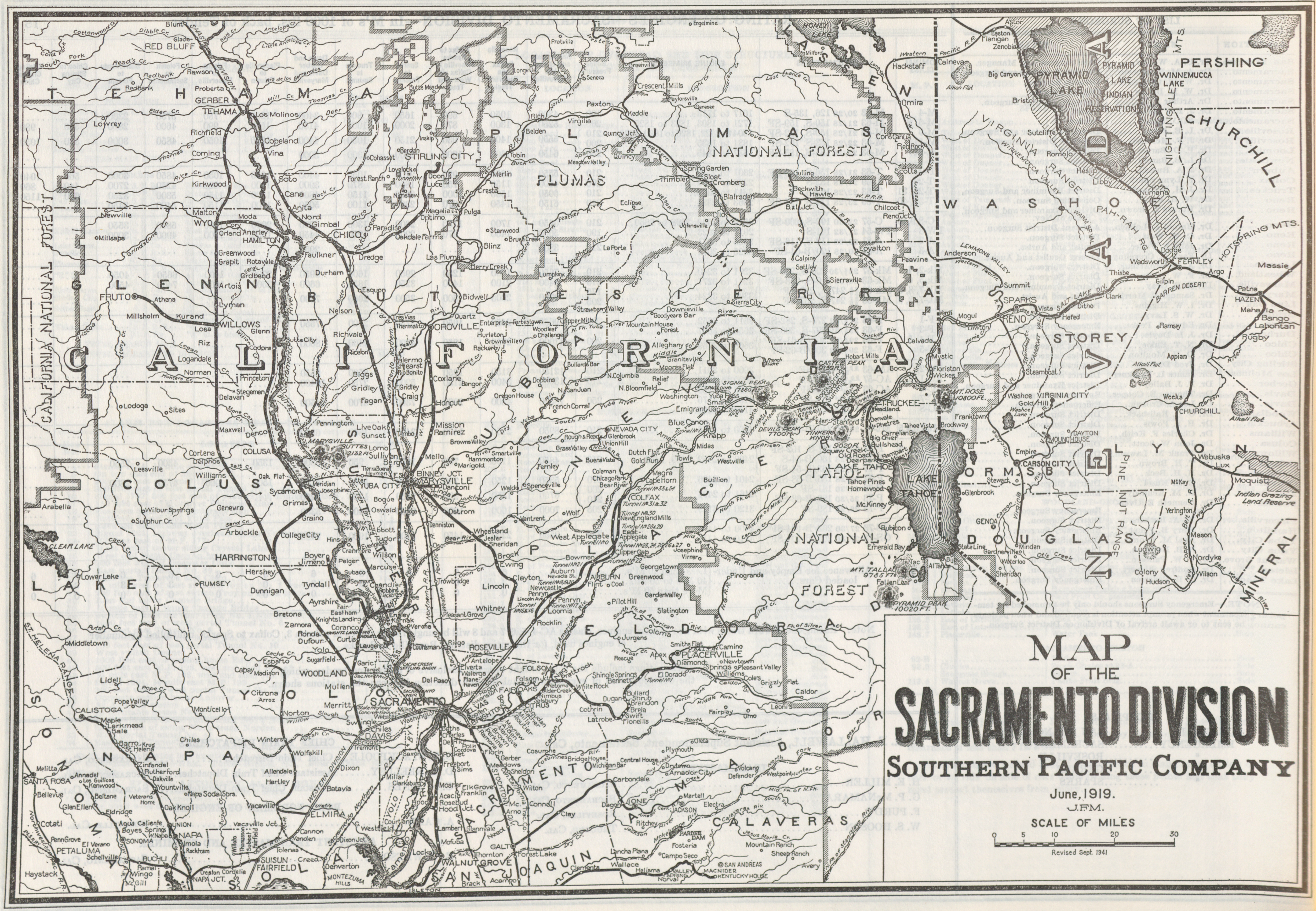
O. T. STACKPOOLE...Chief Train Dispatcher..............Sacramento, Cal.
D. A. NEELLEY.......Assistant Chief Train Dispatcher......Sacramento, Cal.
C. N. JONES..........Assistant Chief Train Dispatcher......Sacramento, Cal.

### ROAD FOREMAN OF ENGINES

A. CARR.....................................................Roseville, Cal.

### ASSISTANT TRAINMASTER AND EXAMINER

E. C. WATSON.............................................Sacramento, Cal.



CALIFORNIA
NEVADA
TEHAMA
GLENN
BUTTE
PLUMAS
LASSEN
SIERRA
NEVADA
YUBA
SUTTER
COLUSA
LAKE
YOLO
NAPA
SONOMA
SOLANO
SACRAMENTO
PLACER
EL DORADO
AMADOR
CALAVERAS
SAN JOAQUIN
WASHOE
STOREY
ORMSBY
DOUGLAS
LYON
CHURCHILL
PERSHING
MINERAL
CALIFORNIA NATIONAL FOREST
PLUMAS NATIONAL FOREST
TAHOE NATIONAL FOREST
ELDORADO NATIONAL FOREST
RED BLUFF
GERBER
TEHAMA
CHICO
OROVILLE
WILLOWS
COLUSA
MARYSVILLE
YUBA CITY
BINNEY JCT.
ROSEVILLE
SACRAMENTO
WOODLAND
DAVIS
AUBURN
COLFAX
TRUCKEE
RENO
SPARKS
CARSON CITY
VIRGINIA CITY
PLACERVILLE
FOLSOM
NAPA
PETALUMA
SANTA ROSA
CALISTOGA
SUISUN FAIRFIELD
LAKE TAHOE
PYRAMID LAKE
HONEY LAKE
CLEAR LAKE
WINNEMUCCA LAKE
MT. ROSE 10800 FT.
PYRAMID PEAK 10020 FT.
MARYSVILLE BUTTES 2132 FT.

# MAP
## OF THE
# SACRAMENTO DIVISION
## SOUTHERN PACIFIC COMPANY

June, 1919.

J.F.M.

SCALE OF MILES

0 5 10 20 30

Revised Sept. 1941